

CYCLE NEWS

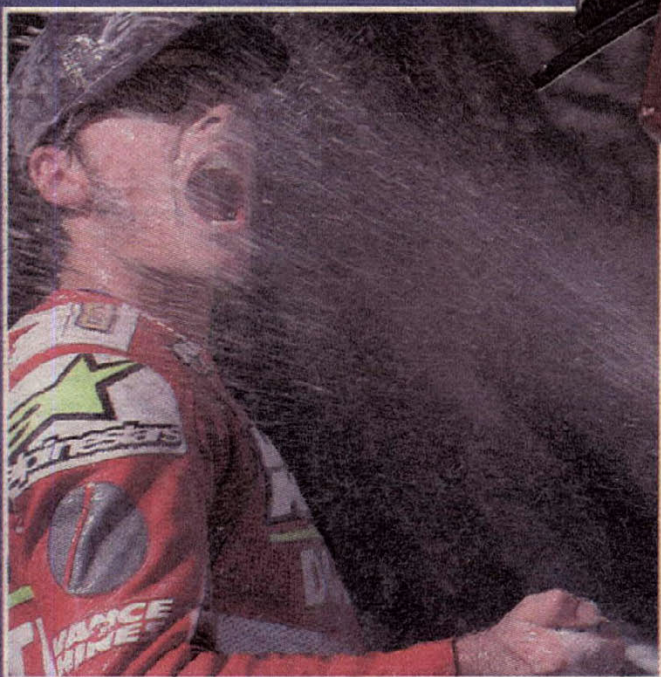
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American Hero

**Ben Bostrom
rules the World
at Laguna Seca**



TIME DATED WEEKLY NEWS

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Gold Wing turns 25

To commemorate 25 years of the Gold Wing, Honda will be featuring the 25th anniversary-edition Gold Wings in 2000. The birthday bikes will feature special anniversary badging on the front-headlight garnish, rear trunk lid and console. New, chromed engine-valve covers are standard as well. Two new colors will be available for the 2000 Gold Wing SE: pearl blue/pearl dark blue, and pearl white/pearl gray-green. Returning colors are candy red/candy dark red, and black. MSRP is \$17,599 for black; \$17,899 for the two-toned blue/dark blue and white/gray-green; \$18,099 for two-toned candy red. The Gold Wing Aspencade will be available in candy red, and black. MSRP is \$15,199 for black and \$15,399 for candy red. The 2000 Gold Wings are scheduled to be released in August.

Nick Cummings (Hon) was one of several young stars to shine during the AMA Dirt Track Grand Championships at the Indiana State Fairgrounds and at Lawrenceburg Speedway in Indiana, July 4-10. Cummings claimed several feature victories in the 85cc Modified (12-15), 85cc DTX and 125cc Modified finals. **Candy Hiley** (Yam) claimed wins in the 50cc Pee Wee classes, and **Charlie Italia** (Hon) dominated the 250cc Modified class. **Bryan Smith** and **Tony Meiring** battled long and hard all week in the 500cc and 600cc Modified divisions, with both ultimately being named co-recipients of the AMA's Horizon Award.

Telmo Periera, **Michel Graziano** and **Bruno Bonhuil** combined to give Suzuki the victory in the 24 Hours of Liege at the Spa-Francorchamps Circuit in Belgium, July 10-11. The three outdueled the number-one Suzuki team of **Chrisitan Lavielle**, **Terry Rymer** and **Jehan d'Orgeix**.

Rodney Smith (Suz) claimed the overall win at the Grand National Cross Country Series round in Fairmont, West Virginia, on July 11. **Fred Andrews** (Kaw) finished second, followed by **Steve Hatch** (Suz), **Barry Hawk** (Yam) and **Doug Blackwell** (Yam).

Former Yamaha factory star **Damon Bradshaw** (Yam) came out of retirement and won the second round of the AMA Yamaha/Maxxis Tires Western Four-Stroke National MX Series at the Owhyee MX Track in Boise, Idaho, on July 11. Finishing second to Bradshaw was **Nathan Woods** (Yam), who was followed by **Todd Downs** (Yam), **Robb Floth** (Yam) and **Scott Myers** (Yam). Myers leads the series point standings with 84 points over Woods (82) and Downs (69).

Francis Martin (Kaw) won his second straight Toyota Canada Superbike Championship round with a victory at Autodrome St. Eustache in St. Eustache, Quebec, Canada, on July 11. Martin topped **Michael Taylor** (Kaw) and **Jeff Williams** (Kaw). Martin leads the championship points chase over Taylor, 139-127. **Linnley Clarke** (Yam) won the Yoshimura 600cc Sport Bike race.

Former astronaut **Charles "Pete" Conrad**, 69, was killed in a motorcycle accident on Thursday, July 8, while en route to the World Superbike round at Laguna Seca Raceway in Monterey, California. Conrad, who was the third man to walk on the moon, was part of a group of 20 riders making the trip from Huntington Beach, California, to Monterey. Conrad was joined on the ride by his wife, Nancy, who was riding on a separate motorcycle when Conrad crashed his Harley-Davidson on Highway 150 near Ojai. Conrad died from internal injuries suffered in the crash. Conrad walked on the moon in November 1969 as commander of Apollo 12.

According to *Cycle News* correspondent **Darryl Flack**, five-time World Champion **Mick Doohan** may ride next year under Winfield sponsorship in a Honda team that may also feature **Valentino Rossi** on a 250. Doohan is also rumored to be slated to run a team that will feature **Colin Edwards II** on a Shell Advance Honda NSR500 and **Anthony West** on the team's 250.

This is a reminder that the **August 22** round of the **AMA Acerbis National Enduro Series** has been relocated to Harrison, Michigan, from its originally scheduled site of Indian River, Michigan. The Buzzards MC will host the enduro. For more information, call 517/539-3047.

Former Class 20 Baja 500 and 1000 winner **Scott Coutts** has been released from the hospital and is recuperating from injuries he sustained in a bicycle accident on May 31. Coutts crashed a bicycle on the street and sustained facial fractures, a concussion, a fractured collarbone, two broken ribs and a punctured lung. After spending 38 days in the hospital, Coutts is recovering at his parents' home in Malibu, California.

Australian road racer **Garry McCoy** has been retained by the factory Red Bull Yamaha Grand Prix team for the remaining eight rounds of the 1999 World Championship season. The two-time 125cc GP winner, who replaced

New Zealander **Simon Crafar** on the team, will team with Frenchman **Regis Laconi**. The 28-year-old has just completed a two-race stint with the team, finishing 15th in the Dutch Grand Prix before crashing out of the British Grand Prix. "I am really happy to be given the opportunity to continue the work I have started and I would like to thank everyone at Yamaha, Red Bull and the team itself for their faith and support. I've learned a hell of a lot over the last two races and my aim is to be consistently quick and score points at every meeting for the rest of the season. Then, hopefully, I will have done enough to warrant a full season next year."

Last week we reported that the **Las Vegas round** of the **AMA/MBNA Superbike National Championship** had been canceled. Now the AMA has issued a press release stating why it was cancelled. "The Speedway and AMA Pro Racing reached a mutual decision to discontinue the MBNA Superbike Tour races at Las Vegas Motor Speedway," said Chris

Powell, general manager of Las Vegas Motor Speedway. Las Vegas was one of the most poorly attended rounds last year, according to the AMA. The cancellation of the road race does not affect the Grand National dirt track that will still be held at the facility on October 2.

The **Freestyle Motocross Air Assault** is coming to the Los Angeles Coliseum on July 17. The show will feature X-Games Bronze medalist **Brian Deegan**, **Kris Rourke**, **Adam Pierce**, **Jeff Tilton**, **Jeremy Stenberg**, **Justin Homan**, **Colin Morrison** and **Seth Enslow**. The event is part of the Monster Truck Show that will feature a super jump by Enslow, who will be attempting to jump over eight monster trucks - a distance of more than 150 feet. For more information, call 801/550-7507.

To celebrate its launch, **Fantasy Racer** is currently offering free membership to its "mini" Fantasy Motocross League. The league will run for the final six races of the National MX Series and will feature prizes after each round and a grand

Laguna to lose World Superbike?

As bizarre as it may seem, the United States round of the World Superbike Championship may not take place at Laguna Seca in Monterey, California, next year. According to a press release issued by the track at the World Superbike round on July 11, there is a local ordinance that specifies that Laguna Seca can host no more than five races in 2000. Thus it appears that one of the motorcycle events - either World Superbike or the AMA Superbike round - could be dropped from the schedule. In addition, the track has to be rehomologated to meet new FIM standards - a process that will be done in August. If the World Superbike round goes away, it would mark the end of a five-year relationship between the race track and the series.

"The answer is yes, it could be over - for two reasons," said event promoter **Dan Murphy** of Speedvision Productions. "One, we have an homologation issue. We went around with the FIM just last night. He told us what needed to be done. Some of it is relatively easy and some of it is a little more difficult. Some of it has to do with the Corkscrew - which is difficult to change here for emotional reasons. They don't want to actually change the Corkscrew, but the run-off into the Corkscrew and the tree that's involved in the Corkscrew. So now there are some issues that will actually involve the county, because the county owns this track. That's a complicating factor, but I think the other issues are pretty good because we've been an homologated track before and it's just upgrades. Usually, you can get through an homologation inspection."

"Number two, however, is that they've absolutely made the determination that they are going from two motorcycle races to one. With that determination, they've come to the conclusion that you need to make the most amount that you can make from one race. That, obviously, makes sense. We, unfortunately, don't know that with the AMA race maybe not happening, that our crowd would significantly increase. We think it may increase some, but we think that everyone who is coming now is coming whether there's an AMA race or not - so it's probably not going to affect attendance. So we've moved the number up for them and we hope that they are going to be able to accept that number. We've had good conversations with the AMA about a four-day format where we would actually run the AMA Superbikes here - because we don't want the AMA to lose a National here. We have a couple of different ideas in the works, and one of those is a four-day format that has (AMA) superbikes running completely by themselves. The second one is that they run within the World Superbike race and you score it separately. I think both of those ideas are workable enough for us to support the concept of a four-day weekend."

Murphy has a contract with the Flammini Group to promote a World Superbike race in the United States for the next five years. If things don't work out for Laguna Seca, he will take the race elsewhere. Road America is at the top of that list, though the circuit will ultimately have to choose between World Superbike and Grand Prix - with that series having already talked to Road America about next year.

"The other option for the track is to have an AMA race in May," Murphy said. "We have support from the AMA that we basically have this July date. If we can't work something out with Laguna Seca, we will try to work something out with Jim Haynes at Road America."

But what about the pending Grand Prix at Road America?

"It will be either one or the other," Murphy said. "Jim Haynes basically just has to make a decision. A homologation guy goes there basically the same time he comes here, which is the first week in August. Jim Haynes will have to look at what kind of credentials that promoter brings to the table, compared to the credentials we have, and make a decision. It's very serious that the GP series has an opportunity to come to the United States, and we actually support that, because at Speedvision we own the GP television rights. We'd like to see a U.S. race happen. So first prize for us is that we stay here and the GP series goes to Road America. Two international races would be first prize. Basically, we've made a pretty solid offer (to Laguna Seca) and they are basically considering that pretty solid offer - and we're hoping that we're going to come to terms."

Paul Carruthers

prize at the completion of the series. For more information, visit their Web site at <http://www.fantasyracer.com>.

The fourth annual **Yamaha AMA California State MX Championships** will be held at Glen Helen Raceway in San Bernardino, California, October 16-17. For more information, call 909/383-1488.

The **Pro Circuit Race Support Team** will be on hand at the 18th annual Loretta Lynn's Amateur National MX in Hurricane Mills, Tennessee, August 1-7. The team will be setting up bikes and answering any questions riders may have. For more information, call 909/738-8050.

Radio host **Walter "Walt" Glatthaar**, 71, died on June 27 after suffering a heart attack at his home in Belleville, Illinois. Glatthaar hosted a motorsports show on KMOX radio in St. Louis and consistently carried reports, interviews and results of motorcycle events on his programs.

Former Cycle World magazine associate editor **Paul Seredynski** was seriously injured when he was run over by a pickup truck while riding a mountain bike near his home in San Diego, California, on Wednesday, June 30. Seredynski, 30, suffered broken ribs, femur, hip and ankle and underwent surgery to remove a ruptured spleen. Get-well wishes can be sent to Scripps Memorial Hospital, Room 400, 9888 Genessee Ave., La Jolla, CA 92037.

Getting better all the time dept.: Proud papa Dave Bostrom called the *Cycle News* offices on Monday afternoon with an interesting fact regarding his son **Ben Bostrom's victory** in the World Superbike round at Laguna Seca. Bostrom reminded us that the win followed a pattern: Bostrom finished fourth in the first leg last year, third in the second leg last year, second in the first leg this year and then won the second leg this year - thus going 4-3-2-1 in his four-race World Superbike career. Not bad.

World Enduro Champions crowned

The 1999 staging of the FIM World Enduro Championship Series came to a close July 10-11, with rounds 13 and 14 being played out in the Czech Republic. Held at the small village of Dvur Kralove, north of Prague and near the Polish border, the Czech event saw Finnish riders confirm their ranking as the leading force in World enduros by capturing three of the six World Championship classes.

The Finns were led by Petteri Silvan, on a Gas Gas, who claimed the premier 250cc Two-Stroke Championship, backed by fellow countrymen Juha Salminen, on a KTM, in the 125cc Two-Stroke class, and Vesa Kytönen, on a Kawasaki, in the 250cc Four-Stroke division.

"It is an ecstatic feeling to be crowned World Champion," Silvan said after the Czech event, in which he finished with scores of 2-5 in class in the two days of racing. "All season long I have planned to be consistent to have the best chance of victory at the finish of the series, and today I am so happy to be the World Champion."

Silvan's World title came ahead of New Zealand-born Australian Husqvarna rider Stefan Merriman, who in the opening four World Two-Day Championship rounds had fired his WR360 to a stunning seven wins in eight starts. A practice crash in the lead-up to the fifth event in Sweden, however, left Merriman severely concussed, which hampered his performances at the Swedish event and the following weekend race in Finland, with Silvan streaking to victory and the title lead.

Merriman, however, returned to top form and fitness in the just-concluded Czech Republic event, scorching to the outright victory in the first day of competition. While looking to repeat on day two, however, he crashed heavily in the final test of the event, which dropped him to ninth in the day's standings.

In the 125cc Two-Stroke class, Juha Salminen played it safe in the Czech event, battling most of the time with Italian ace Fausto Scovolo, on a Yamaha, and local hero and TM rider Roman Michalik, who eventually took the round win.

Like his countrymen, Kytönen was also delighted by his World title win. The Finnish rider kept his KLX250 wrung out all season long to ultimately take a comfortable championship win from Italian Honda ace Gianmarco Rossi. At 33 years of age, Kytönen admitted his World title victory could be his first and last.

In the remaining classes, Italian Giovanni Sala, on a KTM, emerged victorious in the 400cc Four-Stroke division after a seasonlong tussle with teammate and countryman Mario Rinaldi.

The Italian duo were mounted aboard 400cc versions of KTM's new 520EXC thumper - complete with electric start - and maintained their dogfight throughout the Czech event. Rinaldi entered the Czech round with a 10-point lead over Sala, and the pair set down to knuckle it out on the greasy trails and loamy tests of the Czech Republic countryside. And after two days, Sala - with four World Championships already to his name - had pulled the cat from the bag to win each day and leave the pair tied on points, with Sala claiming the championship by virtue of the best score in the final round.

"Mario is my teammate and my friend," Sala said, "and we have raced so hard all year long, and now to be tied on points makes it difficult for me to describe the way I feel. Still, I am happy and, of course, so is KTM. For the new four-stroke, it is very, very good."

Finally, Swedish rider Anders Eriksson, of the Husqvarna team, claimed the crown as 500cc Four-Stroke World Champion by protecting the 19-point lead he held going into the event. Eriksson spent the entire Czech event locked in heated battle with the title runner-up, Finnish KTM rider Kari Tienan - who eventually took the round win - and Slovakian Vertemati rider Jaroslav Katrinak.

Eriksson's victory, however, was somewhat marred, as his father was struck by a competitor as he was crossing a special test course on day two and was hospitalized with a broken leg.

Roddy Brooks

Bolley wins Czech 250cc Grand Prix

Frenchman Frederic Bolley of the Radson Honda team scored the overall win at the Czech Republic Grand Prix at Jinin on July 11.

In rainy and muddy conditions, Bolley finished third in the first moto, behind winner David Vuillemin and Mickael Maschio, both of Team Yamaha, but Bolley came back to record the win in the second moto. Vuillemin, however, crossed the finish line in second place, which would have given the Yamaha rider the overall. But Vuillemin's YZ failed a sound test immediately following the second moto and was assessed a one-minute penalty, which dropped him to fourth in the moto and second overall. Yamaha Motor France, the team for which Vuillemin rides, submitted a counterprotest. For now, however, the results stand, with Bolley the victor and Vuillemin the runner-up.

The Netherlands' Leon Geisbers of the Winfield Suzuki team was credited with second place in the second moto, followed by Beirer and Vuillemin. Neither Geisbers nor Beirer finished in the top 10 in the first moto.

Ryan Hughes put his Radson Honda into seventh and sixth places in the first and second motos, respectively.

After 11 of 16 rounds of the FIM World Championship 250cc MX Series, Beirer still leads with 304 points to Bolley's 291. Vuillemin is currently third with 275 points, followed by Marnicq Bervoets (267) and Hughes (252).

In much warmer conditions, Swede Peter Johansson put his four-stroke KTM into the winner's circle at the 500cc British Grand Prix at Hawkstone Park, also on July 11. Johansson won both motos - the first with a 22-second cushion over Husqvarna's Yves Demaria, and the second with a smaller six-second gap over KTM's Shayne King.

Great Britain's Christian Burnham put his Honda into third in the first moto, followed by fellow Brit Rob Herring, also on a Honda, and American Trampas Parker, on a KTM. In the second moto, Demaria took third behind Johansson and King, while Alessandro Puzar, on a Yamaha, and Willie Van Wessel, on a Husqvarna, rounded out the top five.

Parker finished out of the top 15 in the second moto. Series leader Andrea Bartolini only scored points in the second moto, in which he finished eighth.

After seven of 13 rounds, Bartolini, however, still holds on to the FIM World Championship 500cc MX Series points lead, with 188 points to Demaria's 177. Johansson is third with 149 points, followed by defending champ Joel Smets with 130 points. Smets scored just two points on the day with a 14th place in the first moto.

Husqvarna's Alessio Chiodi extended his series points lead in the FIM World Championship 125cc MX Series after posting the overall win at the wet Austrian Grand Prix at Launsdorf, on July 11. Chiodi went 1-3 for the day, edging out Belgian Honda rider Patrick Caps' 3-2. The Netherlands' Erik Eggers, on a Suzuki, took third overall via 2-4 moto finishes.

Second-moto winner Claudio Federici, on the factory-backed Yamaha, was reduced to fourth overall on the day after a first-turn crash in the first moto relegated him to 10th.

Tennessee's Mike Brown did not fare well at all in the Austrian mud. The Honda rider finished 11th in the first moto and went pointless in the second moto.

After nine of 13 rounds, Chiodi continues to lead the FIM World Championship 125cc MX Series point standings with 280 points. Federici is second with 249 points, followed by Brown with 165.

It was announced at Laguna Seca that Kawasaki had named **Mike Preston** as its road racing team manager for the 2000 season. Kawasaki recently took the team in-house, ending a long relationship with Rob Muzzy. Preston has been Kawasaki's personal watercraft racing team manager since 1995. The Californian will be at the next AMA round at Mid-Ohio as he begins to prepare for the coming season. Preston not only has to assemble a team, but he also has to hire riders. "We will be moving quickly to acquire the necessary equipment, confirm riders, hire all necessary staff and prepare aggressively for the 2000 season," Preston said. "The Muzzy racing organization will be a tough act to follow, but we are charged up and eager to go racing."

Team Yamaha's **Rich Oliver** was hoping to be fit enough to compete at Laguna Seca, but he will now have to wait until the Brainerd International Raceway round of the AMA Series to make his return to racing. Oliver, who suffered a broken arm at Road Atlanta, will also miss the Mid-Ohio Sports Car Course round next weekend on the advice of his doctors.

AUTOGRAPH SIGNING: At Kawasaki Vista in Wilmington Park, in Kettering, Ohio, on July 24, from 12 to 1 p.m. Team Kawasaki's Jeff Emig and Damon Huffman, and Team SplitFire/Pro Circuit/Kawasaki's Ricky Carmichael, Nick Wey, Nathan Ramsey and Scott Sheak are scheduled to appear. For more information, call 937/298-0100.

OPENED: Richie Morris and KMC Telecom Racing's home page on the World Wide Web. The site can be found at the following address: <http://richiemorrisracing.com>.

HIRED: Mike Zont, as a designer at So Cal/De Cal Works, in Sycamore, Illinois. Zont can be reached at 815/899-9289.

BORN: Katherine Michelle Thompson, to Noleen suspension technician Jake Thompson and his wife, Daisy, on July 5, in Los Angeles, California.

BORN: A baby boy, Max Nordquist, to AMA Pro Racing communications manager Bill Nordquist and his wife, Kendra, in Columbus, Ohio, on July 11.

HIRED: Bill Silva, as product specialist for Parts Unlimited, effective immediately. Silva was formerly employed by FMF.

OPENED: B Line control's home page on the World Wide Web. The site can be found at the following address: <http://www.blinecontrol.com>.

OPENED: The Harley Owners Group's home page on the World Wide Web. The site can be found at the following address: <http://www.hog.com>.

NAMED: Brant Russell, as director of operations; Steve Perry, as national sales manager; and Laura Brant, as executive administrative assistant, for Yoshimura R&D of America, effective immediately.

NAMED: Andy Price, as the official representative of the Honda RC30 Owners Club. Price is the assistant director of security at Laguna Seca Raceway.

CLOSED: Slater Bros, the longtime distributor of Marchesini wheels and Brembo brakes, effective immediately, according to owner Roger Slater.

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Voices

LETTERS TO THE EDITOR



Vive Pichon!

Pichon backer

As to the unfortunate episode involving Mickael Pichon, I applaud *Cycle News* for printing his letters regarding his account of the issue.

While it is evident that both parties acted in an unprofessional manner, a majority of the blame lies at the door of the AMA and the local track officials. Their capitulation to needless panic was a revealing example of the intoxication with rules in this country. Had the officials approached the situation reasonably, that composure would have helped transcend the language barrier. As it was, however, the universal communication of unnecessary belligerence only served to confuse the situation further.

Mickael Pichon's career in America has been marked by professionalism and dedication - therefore it should be obvious that his striking a track official was an unusual response to the AMA-induced agitation. While it must be agreed that Pichon should not have allowed himself to be distracted in this manner, the heavy fine imposed by the AMA is both unfair and shortsighted.

Gerry Wagoner
Piqua, OH

Give it to Parker

I have been going to dirt track races since 1959 - 40 years - and I've never

seen or heard anything as absurd as the goings on at Lima, and then again at the "New" Indy Mile.

At Lima, Scotty Parker won that race - wire to wire, plain and simple - with a full straightaway lead when the AMA official came out with a white flag and the red flag.

The race was red-flagged because of a lapper who had fallen in turn four at least two or three laps earlier and was out of the way and out of danger. Then, after 24 laps, they decided to restart the race for an additional five laps. The rest is history.

The referee had told Scott earlier that "the people don't want to see him win every race" - even though this is his farewell tour. That's bull.

On to Indy: The AMA tried to explain at the riders' meeting that because of the previous year's rainout at Lima, the fans deserved a checkered flag and that is why they restarted the race. Once again, this proves that the AMA makes up the rules as they go. What the hell is that? There were no lead changes behind Scott and Chris Carr for at least eight laps - and Scott had led from the start. The race should never have been restarted.

I think they should go back and give him the win. Now! I honestly believe the AMA, for some unknown reason, is trying to screw Parker in his last year. Why?

Indy was unbelievable. Carr and Will Davis were about 10 bike lengths ahead by the 10th lap, but Scott reeled them in by the 20th and was in first by lap 21. They jockeyed back and forth until the end, and Chris won by a couple of inches. The crowd went nuts - they didn't seem like people who didn't want Scott to win. That showed in the pits later as Scott's line for autographs was still a mile long even an hour after the race - while the winner was packing up all his stuff.

I wish my father was still alive to have seen this. It seems like only yesterday when he told me after Carol Reswebber's fourth National Championship, "You will never see anyone as good as that." Well, I've told my sons the same thing, only I've changed the name to Scotty Parker.

Jim Bailey
Fort Wayne, IN

Wood responds

Before you start bad-mouthing one of my employees (Elliott Iverson) in a

national publication, and insinuating that my company may have had something to do with the articles written by him, you should do your homework a little better. First of all, Elliott works for me from 8 a.m. to 5 p.m. and what he does in his personal life is his responsibility. If you have a bone to pick with him about his freelance reporting, maybe you should call him at home and discuss the issue like a gentleman - before you start sending letters to the editor.

In reading his last article about Gene Romero's West Coast Flat Track Series, it sounds to me as if he used the proper terminology established by the AMA - which sets the standard for the industry - and did an excellent job. The AMA has a procedure called homologation, by which motorcycles are approved to be raced at their events. As of this date, they have approved only three Rotax four-stroke-powered motorcycle brand names: Can-Am, Wood-Rotax and Harley-Davidson. In order to have an engine homologated, an application must be submitted in writing; then one race-ready motorcycle and 25 engines, for sale to the public, are to be presented to the AMA for inspection; and a fee must be paid. Evidently, ATK has not done this as of my last correspondence with the AMA. Wood-Rotax has been homologated in several configurations - 500cc, 560cc, 600cc, 660cc, 605 twin cam, and 605 retrofit kit - with fees paid in excess of \$10,000.

I have complained to the AMA in the past about the Rotax engine being represented under other names, such as KTM, CCM, ATK and Matchless, and it was stated that these engines would be allowed to race, but not under a brand name other than Rotax (Rtx). If anything, ATK is getting a free ride, with no effort or money out of pocket. You also mentioned the BMW and Aprilia motorcycles. I'm sure that you, of all people, realize that these engines are wholly owned and designed for BMW and Aprilia. Rotax is simply the manufacturer of the engine.

Obviously, you read *Cycle News*. I would like to bring your attention to the Peoria AMA Hot Shoe race in the June 23 issue (page 42), showing Chris Carr riding a motorcycle with a Rotax powerplant in a Wood-Rotax frame, while ATK gets the credit for a National win. How can you and ATK be so ignorant as to mislead the public and have the audacity to take credit for a win when you had absolutely nothing to do with

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ON THE FRONT COVER

Ben Bostrom - Superhero. The young Californian and his Vance & Hines Ducati were impeccable during the World Superbike round at Laguna Seca. Photos by Gold & Goose.



it? You didn't make the frame, or any of the component parts. And you didn't make the engine or have it homologated under any other name. You didn't assemble the bike, prepare it to be raced, and I doubt that you had anything to do with cleaning the bike when the races were over.

Just what did you do in order to justify claiming this motorcycle as an ATK product? Absolutely nothing! But you are concerned that you're not getting correct credit at the local level. It seems to me that you don't deserve it. I feel that an apology is in order on your part.

On another subject, I would like to congratulate Gene Romero and his West Coast Flat Track Series crew for putting on some great races. I really enjoy the open-format "run what you brung" racing, allowing all brands and configurations over 350cc to race head to head. Finally, there's a place for the many single-cylinder motorcycles to compete against other brands and configurations.

Ron Wood
Costa Mesa, CA

Wood's letter was in response to a letter from ATK's Monty Scott in Issue #26. Wood owns and operates Ron Wood Racing Products... Editor

The Go-Show and Loudon

I found your interview with Anthony Gobert quite interesting, but I was disappointed by the suggestion that nothing was done in the off-season to improve safety at New Hampshire International Speedway.

Following the AMA National last year, extensive changes were made to turns one, three, nine and 10 that have markedly improved the safety of the track as well as adding new passing zones. I have experience on both the old and the new track layouts both as a corner worker and an Amateur racer. I think the folks at NHIS should be recognized for their investment of time, effort and money to provide a safer environment for the motorcycle-racing community.

Hardy Kornfield, M.D.
Boston, MA

The last word on Liebmann

I want to thank you for your continual updates on the Kurt Liebmann story. The prior good does not erase or give carte blanche for the evil future. I

have been an avid motorcyclist for over 30 years, and it does distress me to read that a fellow motorcyclist could be involved in such a case. But I have worked in the largest forensic mental hospital (re: prison) for 15 years and Mr. Liebmann did indeed get off easy.

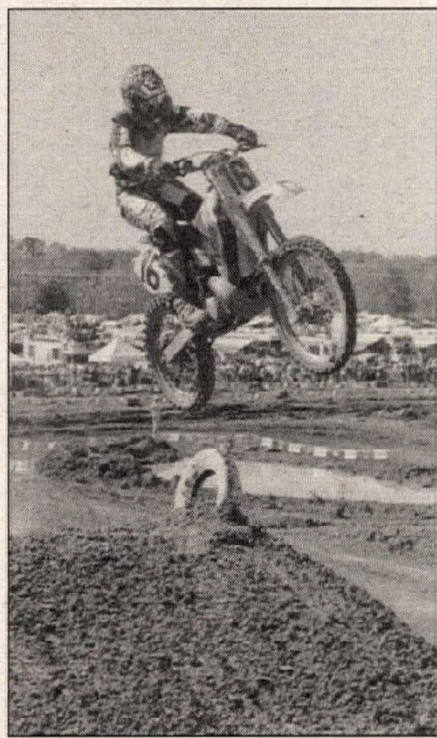
The victims as well as their families will have to live with Mr. Liebmann's actions for the rest of their lives. There is no cure and he will not stop this behavior, in my opinion. Only by being forthright and honest about such details, rather than sweeping them under the rug, can we as motorcyclists maintain our credibility, and I applaud you in your actions.

I wonder if Mr. Ramsey would let Mr. Liebmann baby-sit his children for him. Words cannot adequately express the disdain I feel for the likes of Mr. Liebmann and his supporters, or what I feel the appropriate punishment should be.

Chris Knudson
Atascadero, CA

Come back, Gatorback

Regarding Eric Johnson's "A View from the Fence" (Issue #24, June 23), as a



Gatorback - the extinct National MX series opener.

Florida race fan, I've got just three words to say: Bring Back Gatorback!

Rick Chen
Coleman, FL

The last word on Liebmann II

Mr. Ramsey clearly made a spirited and appropriate response to your besmirched coverage of the Kurt Liebmann legal situation. Your coverage of his personal occasion is an outrage and is *not* motorcycle-racing news. Obviously, you and your buddy, John Ulrich (the editor of Roadracing World and Motorcycle Technology) don't have a clue what is appropriate motorcycle news. Both of you stand by your inalienable right to publish what you damn well please. And both of you consistently sidestep recognizing what the opposition letters are trying to say. Our letters say *nothing* about a defense of Mr. Liebmann's actions, but rather an argument of what should be the type of content for your publication. All either of you do is change the subject and attack the person(s) who write letters to you.

Pull your head out and get on with the business of reporting motorcycle news. There is plenty of motorcycle news out there to report. As Mr. Ramsey said, "This is not motorcycle news, it's legal news." We don't buy your rag for this kind of news. Stay out of the gutter - none of us are comfortable there, not to mention that you are attacking a friend, respected peer and a legendary racer.

Michael R. Cecchini
mrcengr@erols.com

Anyone who would like to read all-Bimota news, and I imagine it's all-good Bimota news, can check out Cecchini's publication - Bimota News USA... Editor

Clearing it up

It has come to my attention recently that some of what has transpired over the last few months (since Daytona) ash been both confusing or even misleading, so let me briefly clear it up.

My original intention was to race Team Obsolete's machines at Daytona when Dave Roper was unable to ride, and that was my only intention.

Shortly after Daytona, I did contact (on my own) both AHRMA (a number of trustees, off the record) and Team Obsolete (off the record) in an attempt to mediate their current dispute. I would prefer these matters be taken



Hawaii One-A: John DeSoto - the original "Flyin' Hawaiian."

care of quickly, and quietly, and that we get back to the task at hand - that of racing vintage/historic motorcycles.

With that I would like to apologize to AHRMA for any confusion.

Michael R. Green
Livermore, CA

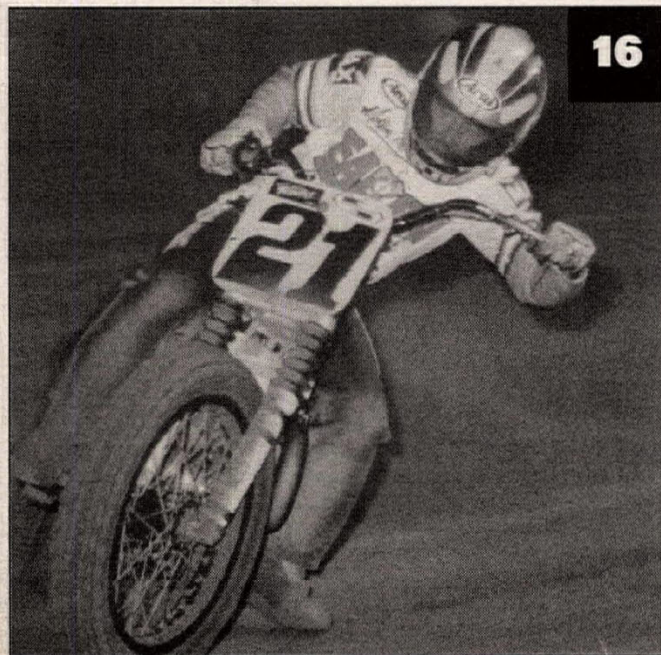
No Flyin' Hawaiian

Regarding the new jump contest called freestyle motocross: While they are fun to watch and I admire the riders' ability and courage, it's not motocross.

I also hope that someone tells the guy from Hawaii that John DeSoto is the real Flyin' Hawaiian.

Skip Bradley
Breckenridge, CO

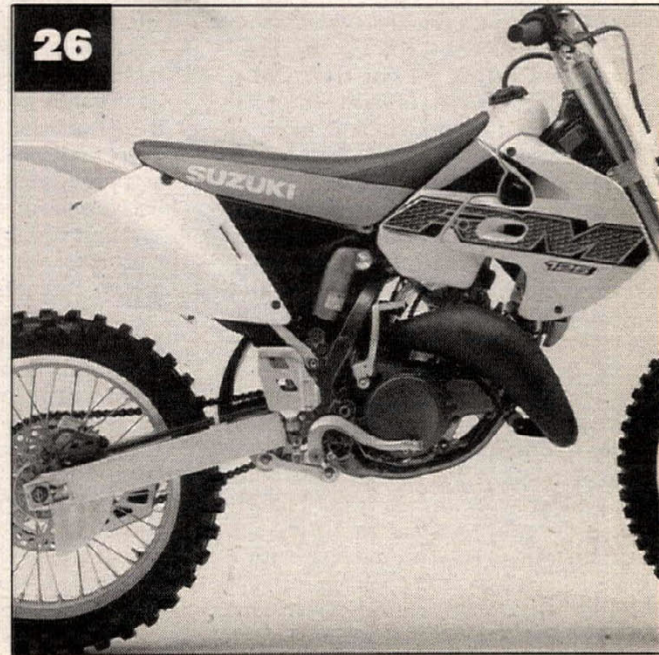
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Yankee Doodle Dandy



By Paul Carruthers
Photos by Henny Ray Abrams

MONTEREY, CA, JULY 11

Vance & Hines Ducati's Ben Bostrom went from being a bridesmaid to a bride today with a stunning victory in the second leg of the World Superbike Championship round at Laguna Seca, and in the process he became a bonafide American hero who appears ready to take on the world.

After finishing second five times thus far in the AMA Superbike Series, Bostrom finally had his coming-out party and he picked a pretty good place to do it: in front of the world. With a worldwide live television audience looking on - not to mention a sun-soaked crowd estimated at 69,000 for the three-day meeting and a host of international press, race-team managers and team owners - Bostrom beat the best the world has to offer. How's this for a who's who of superbike racers? Troy Corser, Pier-Francesco Chili, Carl Fogarty, Colin Edwards II and Aaron Slight - they all finished behind Bostrom in both races.

The only man to beat the 25-year-old Californian on the day was his teammate Anthony Gobert. The Australian controlled race one from the start, setting the pace and maintaining a slight gap over the battling duo of Bostrom and Kawasaki's Akira Yanagawa. Although the first race lacked the excitement of the second one, it didn't lack in suspense, as race-winner Gobert was under constant threat.

That constant pressure was there again in the second race. This time, however, Gobert succumbed to it. The 24-year-old again led, but this time the pressure was even more intense with a pack of six riders in the lead group. On the 12th lap, Gobert went down in turn 11 - with Yanagawa following suit just a

few seconds later - and that was all Bostrom needed. From there he managed to work his way past Chili with a bold pass going into the Corkscrew, and then he put his head down and pulled away - putting an exclamation point on his weekend by lapping faster than Gobert had managed to do in the first race, and by completing the race distance in a shorter amount of time.

Bostrom simply laughed in pressure's face, the laid-back Californian simply motoring away, slowing only in the final laps to eventually win by 3.012 seconds. Second place went to Ducati Performance's Troy Corser, who ended up setting the fastest lap of the day while running down and passing Chili - the Italian having impressed mightily on the Alstare Corona Suzuki GSX-R750.

While Bostrom may still have to live for a while longer with the demons of not having had the opportunity to beat Gobert in a straight fight, not many in attendance doubted that this would have been Bostrom's day - even if Gobert hadn't crashed. All you have to do is listen to Chili, an appropriate spokesman if there ever was one. Chili, a former 125cc, 250cc and 500cc Grand Prix racer as well as a multi-time World Superbike winner, had this to say about young Ben.

"Ben today was riding better than Gobert for sure," Chili said. "Gobert was always trying to close inside the line and already after seven or eight laps, it was like the last lap. You cannot ride like this, and he fall down. Ben had very good exit in the last corner and he go away from me. He could open the gas earlier than me, and he had a very good line."

In all, it was a banner day for the Vance & Hines Ducati team, as they showed they can compete with anyone. Naturally, crew chief Jim Leonard and team owner Terry Vance were all smiles - they'd witnessed a one-two in the first

leg and a first win for Bostrom in the second. And they'd beaten the factory Ducati Performance team in the process.

"It's great," a modest Bostrom said at the end of the day. "It's funny, because I've been trying to win a race for so long and I've got about five seconds in a row now in the AMA circuit. The points are real close and I've got to win some of these things at the end if I want to win this title - and then a win came here. Hopefully, I can carry this momentum on to Mid-Ohio. There really wasn't any pressure and we changed some stuff on bike setup to test some things for personal reference, and they just worked so good. The team did an unbelievable job and I believe I had the easiest bike to ride out there. I was following those guys and they were getting loose with their front and rear quite a bit. My bike was just well-balanced - it was really nice. I was fortunate to have such a good bike today."

Although he'd finished sixth and third in the two races, Australian Troy Corser was the man who probably did the least to take advantage of Laguna Seca. On a track that he likes and at a place that his championship rival Carl Fogarty loathes, Corser simply failed to reap the benefits of a race that could have moved him into championship contention. After qualifying on pole position, Corser appeared to be on the verge of something big at Laguna, but he didn't take maximum advantage and he only ended up gaining six points on Fogarty.

Much to the Brit's credit, Fogarty persevered at Laguna, finishing ahead of Corser in race one and only two spots behind him in race two. Thus his fifth- and fourth-place finishes kept him in his formidable position atop the World Championship point standings, 49 points ahead of Corser, 317-268, with five races left to run.

Here come the Superbikes: Akira Yanagawa (4) leads the start of race one at Laguna Seca, with Anthony Gobert (95), Colin Edwards II (hidden), Eric Bostrom (91) and Carl Fogarty (1) in tow.

Not only was Fogarty able to keep the damage to a minimum when it came to Corser, but he also managed to do the same with the rest of his pursuers.

Castrol Honda's Colin Edwards II, who sits third in the championship chase, finished fourth and fifth in the two races to match Fogarty's point tally, but that didn't do him any good in his attempts to run down the championship leader.

Of the other AMA racers competing in the World Superbike event, American Honda's Eric Bostrom ended up next best to his brother Ben and fellow AMA racer Gobert. Eric Bostrom finished 10th in the first race and improved to seventh in the second, but he still ended the day somewhat disappointed with his results (see "Briefly...").

Yamaha's Jamie Hacking was impressive in the first leg, finishing eighth after battling his way around the likes of Aaron Slight and Noriyuki Haga, but his second race was ruined by an off-track excursion early on. Still, Hacking managed to circulate quickly enough to move all the way back up to 13th by the end of the second race.

Georgian Mike Smith finished 17th in both races in a one-off ride with the White Endurance team on a Honda RC45 (see "Briefly...").

RACE ONE

With his last World Superbike victory coming at Phillip Island in 1996 and with last year's drug-test debacle still fresh in his mind, Gobert was inspired. And it showed.

Initially, it was Yanagawa with the



best effort off the start as he stormed over the hill and into turn two with the lead. Gobert, though, wasn't in a waiting-around mood and he stuffed under the Japanese rider entering the Corkscrew for the first time.

"Whenever I've been behind somebody, there are a few sections of the race track that I know I'm quicker than everybody out there," Gobert said. "I just try and wait for those places and try to use it to my advantage. I was going to stuff him in a few places before that, but I thought I'd be patient and not risk going down."

At the end of the first lap, Gobert led Yanagawa, Ben Bostrom, Edwards, Eric Bostrom, Haga, Fogarty, Chili, Corser, Slight, Aprilia's Peter Goddard and Hacking.

Pole-starter Corser already knew he was in trouble, as his Michelin wasn't good and it wasn't going to get any better.

"In the first race I had a lot of tire problems from the rear," Corser explained later. "From the third lap, I just had no grip at all and I was hating it from about lap five. I had a lot of laps to go, so I decided to stay upright. I almost crashed a lot, especially on the right side of the tire where I crashed this morning, through turn three or four (actually four), whatever it is."

No matter how badly he needed to beat Fogarty, it wasn't going to happen, as the Brit did an outstanding job of ultimately finishing fifth after starting from the third row. Corser would end up a close sixth.

Back at the front, where the tension remained throughout despite a total lack of lead changes, Yanagawa and Bostrom weren't letting Gobert go and the three stayed tied together, separated at the very most by just over a second. Bostrom was content to sit behind Yanagawa. In fact, he was enjoying the show.

"Akira kept my motivation going a bit - he was throwing these big sprint-car slides through every corner," Bostrom said. "It was so cool, it kept me pumped."

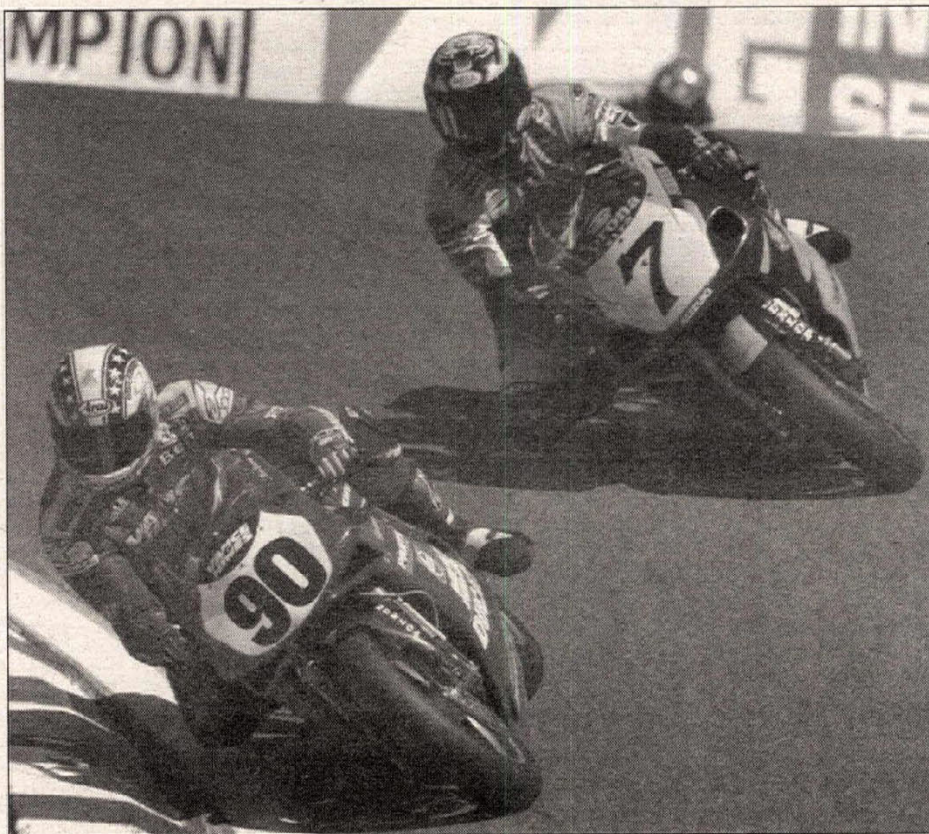
By the sixth lap, Gobert had opened up a 1.3-second lead over Yanagawa, with Bostrom tucked neatly in behind the Kawasaki. That lead held steadfast for a handful of laps before the pursuing pair started to close the gap. On the 14th lap, they were less than a second behind and the race was on.

"These guys rode good and they kept the pressure the whole way," Gobert said later. "I went to back off at one

(Above) Anthony Gobert won the first race after holding off the determined challenges of Ben Bostrom and Yanagawa.

(Right) The start of race two saw Yanagawa again leading the way, with Bostrom (90) trying to find a way around his teammate Gobert (95).

(Below) The second race came down to Bostrom vs. Pier-Francesco Chili (7) and Bostrom prevailed for his first-ever World Superbike win. In fact, it was the first superbike win of any kind for the Californian.



point during the race and these guys caught up a few tenths, so I knew it wasn't over. To be honest, I thought it was Troy (Corser). I don't look back during races and the guys don't normally tell me who's behind me."

Gobert would bump his lead back up to 1.1 seconds, then it dropped again - first to .9 on the 17th lap, then all the way down to .6 a lap later. That stayed the same until the 22nd lap, with Gobert dropping the hammer to slowly pull away - really slowly. The difference was just a tenth here and a tenth there, but it broke the pursuers' spirit and gave him the victory.

On the final lap, Bostrom decided to have a go at Yanagawa. Entering the Corkscrew for the final time, the Californian

copied exactly what Gobert had earlier done to Yanagawa and he shot by up the inside - to take over second place, a position he'd hold to the flag.

"I knew I had a bunch of speed going in there," Bostrom explained. "In the first part of the race, I was riding pretty aggressive and I was trying to show Akira a wheel and he was just riding great and I couldn't get around. I waited, waited and waited, and on the last lap I figured I didn't have anything to lose and I just shoved it in there. I was kinda testing him, and I saw I had a bit of speed there, so I threw it in and tried to carry enough speed down the hill and slide the bike around so he wouldn't get back by. It worked out, so I'm pretty happy."

But he was hoping for just a bit more in the next race.

"Everything went great; the Ducati was perfect and the Dunlops worked great," Bostrom said. "I congratulate these guys on a great ride. I was out there going, 'God, I wish these guys would just slow down a bit.' They didn't want to back off even a little. It was pretty hot out there and the bike was sliding around a bit. Everything was great. I'm happy to be up here right now - it's pretty cool. Maybe we'll win the next one - I don't know."

Gobert's performance was impressive. He never put a wheel wrong and he withstood the constant pressure of the pair who chased him.

"It went really good for me," Gobert said. "I got a good start and I got past pretty early and I could just run my own race. The team did a good job, really, and we had prior tests and racing here as well. We had a good setup with the machine, so really we just had to test tires this weekend. Luckily, we chose the right tire. The tire was awesome. I took it a little bit easier at the start of the race because I wasn't sure what the tire was going to do, because I hadn't raced on it before. As you know, they caught me a little bit and then I decided to up it (the pace) and the tire was perfect. I had a little bit of an oil leak and my foot was slipping off the peg a few times, so I was a little bit leery of maybe getting oil on the rear tire and going over the handlebars. Fortunately enough for me, I finished first and that was the plan, but I don't want to be happy until after the next one. I want to do the same, hopefully. It feels weird, actually - it feels like we're done for the day, because I'm used to AMA - but we've got to back it up and we've been training hard, so I'm ready."

He even showed some real emotion - and even ended up predicting the future, though he didn't know it at the time.

"I started to cry a little bit on the podium," Gobert said. "I was trying not



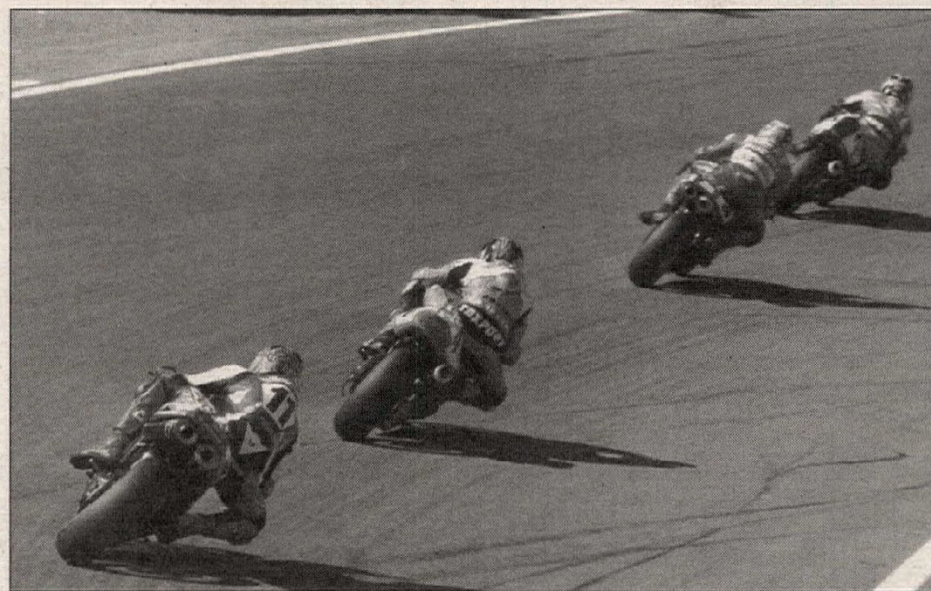
to and I held back a lot, but I feel a lot of emotion. It means a lot to come back and win. I feel like I got dished out a pretty hard punishment. I've been dealing with it - I just can't wait to get back to a full year. Hopefully, I could show what I can do over a full season, which would be nice.

"I assumed it was Troy (behind him) because of our battles and Ben's experience, but congrats to Ben, he's been doing awesomely, I think, and it won't

be long before he wins one - maybe even this afternoon."

Yanagawa was pleased with third-place - his fourth successive third place finish in the series. Yanagawa's third place behind the two Vance & Hines riders also gave Dunlop a sweep of the three rostrum positions - with Gobert's win being the first of the year in World Superbike for Dunlop.

"I'm very happy because I can get podium," Yanagawa said. "I had a bad



(Left) Eric Bostrom (91) tries to hold off Colin Edwards (5) and Aaron Slight (111) in the second race.

(Above) Troy Corser (11) gives chase to Yanagawa, Bostrom and Chili. Corser ended the day with sixth- and second-place finishes.

crash here last year and I'm very happy because I came back here again. My bike always good start this year and I'm not afraid about starts. My machine was nice to ride this time, and also Dunlop tire working really good. But by end of laps, my rear tire had problems and I can't keep good lap time. But, anyway, I am very happy."

Edwards rode his Castrol Honda to fourth, the Texan taking advantage of a good start from the second row to barely hold off Fogarty at the finish.

"I made a good start, but I knew I needed one," Edwards said. "I felt like I was slipping the clutch for miles off the start line. I knew I could have damaged the clutch, but I was so desperate to get off the line well. I can't complain too much. I was the first Michelin rider home, but I was all over the place. With the extra heat today, it meant I was hav-

ing problems in places I've never had problems all weekend."

Fifth went to Fogarty, with Corser sixth after almost passing his teammate in the Corkscrew.

"All I wanted to do was just finish ahead of Carl in that first race because we were both having similar problems," Corser said. "I almost ran into him. We came together at the top of the Corkscrew and that was about the only place I could make some ground on him. We came together and almost both went down, so I decided not to try and pass him there. I didn't want to take us both out of the race. I just settled for that."

Chili was seventh, Hacking eighth, Slight ninth and Eric Bostrom 10th.

Nonfinishers included Yamaha's Vittorio Guareschi and Kawasaki's Robert Ulm, the pair crashing together in turn five on the fifth lap; Goddard, who crashed the Aprilia on the 14th lap; and Yamaha's Haga, who crashed in Rainey Corner on lap 20.

RACE TWO

Bostrom made "minimal changes" to his Ducati between the two races, and that may have been the difference.

In a race that made the tense first

Briefly...

With slightly different technical regulations and the mandatory use of **lead-free fuel**, you'd expect the AMA teams participating in the World Superbike round at Laguna to be scratching their heads, trying to figure out the correct settings - but that's not entirely the case. "All we had to do was change the gas to World Superbike-spec," American Honda tuner Merlyn Plumblee said. "Japan furnishes us with the numbers for the adjusters. It's way easy. The only other thing is that Dunlop has some 16.5-inch fronts for us here that we haven't had, so we got three new front wheels for this race. Really, it's just changing the numbers (on the fuel-injection) and that's it." As for the difference in power produced by the RC45 when equipped for the World Superbike Series, Plumblee said the differences are small. "We didn't do any dyno work this year, but in the past the difference has been small - less than one percent either way. The fuel-injection stuff is delightful."

Things were a little tougher for the **Vance & Hines Ducati** team, though it didn't take them long to get things sorted out. "It was a bit of pain in the ass because we got our parts late," crew chief Jim Leonard explained. "It's just the fuel and different throttle bodies, and we're developing a map each time out. Our plan was to come in here and run their (the Ducati World Superbike team) fuel, plug their map in and go. We didn't end up getting their fuel and we had to struggle to get something else. We started off with what they're using, so we did have a starting point. The throttle response still isn't right and that's Anthony's (Gobert) biggest complaint right now. We'll work through it."

Of all the racers competing in the World Superbike Series, only one of them had to get time off from his job in order to be here. Georgian **Mike Smith** knows what it's like to be a factory rider, and he also knows what it's like to not have any of that. Back in the saddle for the first time since his one-off ride with Harley-

Davidson back in April in Phoenix, Smith had to ask for time off from his regular job as a mechanic at Roswell Infinity, a car dealership in Roswell, Georgia, in order to take a ride on the White Endurance team as a replacement rider for Jean-Pierre Jeandat. Smith knew it wasn't going to be easy, and it wasn't. After being introduced to his team for the first time on Thursday, Smith went about trying to get himself back up to speed while also reacquainting himself with an RC45 - a bike he last rode for Camel Honda in 1994. "There are a couple of layers of rust - one is getting on it and going, the other is getting going on it," Smith said. Smith, who has ridden factory Kawasakis, Hondas and Ducatis during his career, managed to drop three seconds off his lap times between Friday's first session and Friday's qualifying session, though he still ended up only 23rd out of 25 on Friday, lapping at 1:29.994. Smith's best lap times came back in 1996 on his Muzzy Kawasaki, when he lapped at 1:27.4. The White Endurance team ride came at the recommendation of former Camel Honda team owner Martin Adams, who wrote a letter on Smith's behalf after being contacted by Honda. "I didn't even know he felt that way about me," Smith said of Adams. "That was the most satisfying thing." The differences between being a factory superbike rider and a mechanic in a car dealership is night and day, according to Smith. "It's really a pride deal. Going from what you think is a superbike star to sweating in the back of the shop... you spend some time around here (racing) and your head can swell." Smith ended up finishing 17th in both races.

Five-time World Champion **Mick Doohan** was a popular visitor to Laguna Seca. The Australian was accompanied to the track by his brother Scott, the former Ducati superbike rider who suffered career-ending injuries at Road Atlanta in Georgia in 1994. Also in attendance were three-time World Champion Kenny Roberts and former multi-time AMA 250cc Grand Prix Champion Jimmy Flicke.

Although the **Superspole** qualifying method - where the top 16 from regular qualifying battle in a one-lap, do-or-die effort to determine the top 16 on the grid - is in its second year, it's still a point of contention with most of the World Superbike regulars. Surprisingly, Troy Corser is one of those who doesn't like it - yet

he is also the most successful at it. "I think all the riders out there sort of don't need it," Corser said. "It's the last thing you want to do after your normal qualifying. We're all thinking about the race for tomorrow, and to go out there and to have to do it for one lap - if you happen to have a slip-off because you're trying 100 percent and you get injured, there goes your race. Or if you slip off and have to start from the fourth row and don't get injured, there goes your race as well. We're all thinking about the race tomorrow more so than being on pole. If you get to do the fast lap time during qualifying, than that's just lucky - you put in a good lap time and you start the race. There's a lot to lose in Superspole and not much to gain. They don't pay us shit, basically, to do it, and that's why none of the riders like it as well - we get nothing extra and I'm sure they're getting a bit more. It's not a fun thing, but you've got to do it. If you're going to do it, you might as well be good at it."

The AMA riders seemed to like the Superspole, most notably **Ben Bostrom** and **Anthony Gobert** - for different reasons. "If I was a spectator, I'd rather see Superspole," Bostrom said. "It'd be nice to go out and be paid to do it since you go out and hang your life out for one lap, but it's definitely better for the event. Even I enjoy watching it, you know. I didn't enjoy going out and doing it, but I was all amped up watching it. I thought, 'This is a great show.' When we go out and run around for an hour, the spectators don't know what the hell is going on. When Superspole comes around and the TVs go on, they can watch one rider go around and it just builds and builds with the 16th-fastest guy to the fastest guy, and the times just kept getting quicker and quicker. I think that's pretty cool. I think it's probably better for the sport even if it's harder for the riders, so it's probably all right." Gobert agreed. "Personally, I love it, really," Gobert said. "I think it's good. I liked it when I saw Carl (Fogarty) not do very good, just because it made me more confident for tomorrow. I know that if those guys aren't on the front row, around here, if you don't get away with the lead group then you might as well forget about it, really. I'm generally pretty good for one lap out, so I enjoy it. I just want to be back in World Supers and do a full season of it - that'd be nice."

race appear almost mundane, race two was a thriller.

Off the start, it was again Yanagawa stealing the lead over the hill and into turn two. Again, Gobert was second, but this time he was the attackee rather than the attacker.

With the leaders starting lap two, Bostrom stuffed his way under his teammate in turn two, only to have Gobert return the favor in turn five. This was good stuff. Then Gobert stuffed his way under Yanagawa.

If that wasn't enough action, Bostrom wasted little time in darting under Yanagawa in turn two, with Chili doing likewise to the Kawasaki rider just a turn later. In just two laps, this race had produced more passing than the entire first race.

And the excitement was far from over.

On the fifth lap, Chili stuffed his way under Bostrom in turn three to take over second. Then, a lap later, he nailed Gobert going into turn three to take over the lead.

"Today my mechanic, just before I leave from the pits, he said, 'You must believe more in the first corner,'" Chili said later. "Always I don't want to push so hard in the first corner because I think is too crazy. I do that and I was in a good position and I started to pass everybody. I think, 'Maybe the race is slow because I'm in front.' But I see my lap time on the screen and I see 27.5, 27.43, which is very good, so I think, 'Maybe today we can get the podium.'"

Chili's lead only lasted until they arrived at the Corkscrew, when Gobert dived up the inside on the entrance to the left-right combination to retake the lead.

But this one wasn't about just three riders. By the end of the ninth lap, just 2.9 seconds separated Gobert from ninth-placed Slight.

Everything changed on the 12th lap. With six riders now in the lead group, the pack converged on turn 11. Then a couple of 'em went slip-sliding away, with both Gobert and Yanagawa hitting the deck. Both of them had lost the front, though the incidents weren't related,

World Champion Carl Fogarty did little to hurt his championship hopes for 1999. The Brit barely lost any ground to Corser on a circuit he admittedly dislikes.

unless Yanagawa had grabbed a bit too much front brake after seeing Gobert slide off. The Japanese rider was able to remount and score four points for finishing 12th. There was no point in Gobert trying to continue.

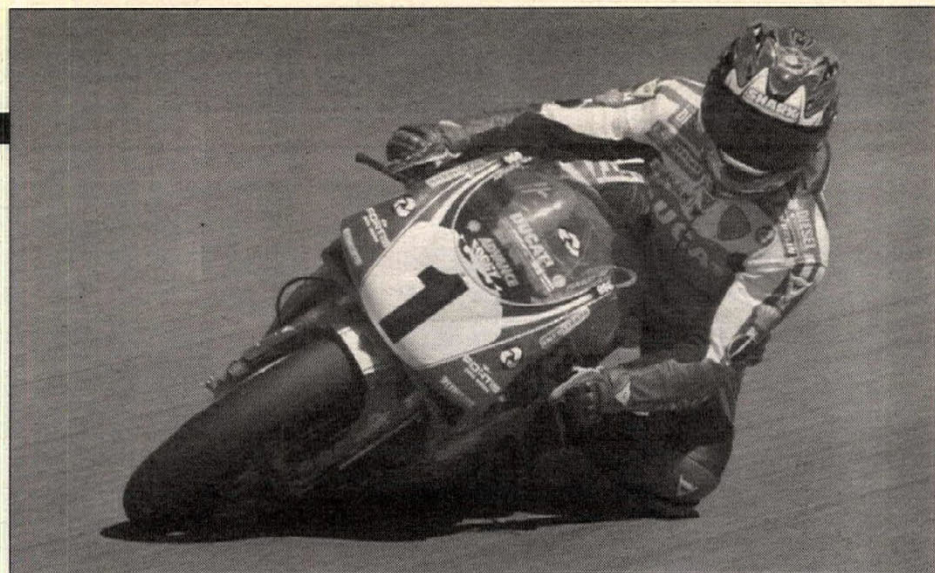
"I did a mistake in the beginning while I was passed and dropped back a few places," Yanagawa explained. "I was in a good position as I suddenly lost the front. Fortunately, I could pick up the bike and get some points. I'm a bit disappointed, but overall I'm satisfied with the weekend."

That was all Bostrom needed. He followed Chili for two laps, then shot by going into the Corkscrew. Then he put his head down, turning a 1:27.055 on the 15th lap, followed by a string of 1:27s, including his best of the race, a 1:27.025 on the 20th lap. He'd broken Chili's spirit and earned himself a World Superbike race win.

"As soon as I got by those guys, Gary (Medley - his mechanic) held out a board that said 'Smooth,'" Bostrom said later. "I said, 'Oh, smooth, that's right.' I put my head down and we ran really quick lap times. I wanted to break those guys and I knew the bike was perfectly capable of it."

While pulling away was easy, following wasn't so easy, Bostrom said.

"I was thinking, 'This is going to be tough,'" Bostrom said. "I had Frankie (Chili) in front of me and I knew Troy (Corser) would be pushing me pretty quick. And I had Gobert in front of me. I was thinking, 'Man, I've got to pass these guys somewhere,' because I think I had a little better bike than them today. I had a bit of speed on 'em, but I couldn't figure out where to pass. It's always hard when two great riders are in front of you and they're kind of using the whole track. Frankie and 'Go-Show' (Gobert) were passing each other and then 'Go-Show' had a mishap. He ran into 11 a bit hot and then Frankie's tire starting sliding



around a bit, so I decided to shove it under there. (Gary) Medley said you better go out there and do some high 26s or something to impress me, so I thought I'd put my head down for a few laps and try to break these guys. It was a lot easier leading than it was to follow."

Late in the race, Chili's tires went off and he suddenly had his hands full with an inspired Corser. The Italian couldn't hold him off and Corser ended up second, gaining a few valuable points on fourth-placed Fogarty. He also recorded the fastest lap of the day - a 1:27.020 - on the 27th lap.

"It was hard," Corser said. "In the second race, I went in there on the first lap and almost did the same thing. The back came around and I almost went over the handlebars. I thought I might have gone with the wrong rear tire again. I sort of settled down after that happened; I sort of smartened myself up a bit. The tire was feeling a lot better, with better grip. I could keep the bike in the corners a little bit better. I didn't want to push it. I got a reasonably good start and thought, 'I'll just sit here and see what the pace is going to do.' I didn't really want to push it to get to the front because I could see that they weren't pulling away. I thought I was better off sitting there and trying to save the tire as much as possible, which I did. Anthony and Akira were pushing really hard when they both went down - they both went in there too hot, basically. That's what happens. The temperature was really high, so the grip wasn't so good

today, especially for the Michelins. They were sliding a lot and you really had to take your time and make do with what you had.

"I could see Frankie was struggling a little bit in the last eight, nine laps," Corser added. "I'd push him and catch him really quick, I'd back off and he wouldn't pull away so fast, so I could see he was pushing the front a lot and spinning the rear. I figured with five laps to go, I'd just put my head down and go, and those were my fastest laps of the race. Maybe I should have done that earlier. Ben was riding really well today and he had a good package. It's hard to beat something like that, especially when they're a good rider."

Chili, meanwhile, was pleased with his third-place finish, an effort that matched his two third-place finishes at his home track of Monza.

"I had two third place in Monza, but I know very well Monza," Chili said. "Also, our bike is a little bit slower on acceleration than other bikes, but now coming improved. All the team is working very good. With 10 laps to go, I have some problems with the rear tire and Troy (Corser) knows. He caught me and I don't want to push so hard because if I fall down, I destruct everything. I think for Suzuki, for my team and for me, third place here in Laguna - one of the tracks I don't like - is the best. Going into turn two, I was faster than everybody - also maybe my tire is working good, so I don't know. I think I can pass everybody there, but in the second part of the race I

The second of four **Aprilia Cup Challenge** races was held on Sunday, with **John Hopkins** taking a second straight win. Anthony Gobert's brother, **Alex Gobert**, finished second, just ahead of **Hawk Mazzotta**, a local rider from Pebble Beach, in the red-flag-shortened race.

Although he had more tire choices than the Dunlop users, Troy Corser wasn't sure if his **Michelin**s would prove to be an advantage come Sunday. "It's hard to say," Corser said. "On this circuit, if you can spin the tire and get drive, it sort of helps you get around the corners, because they tighten up a little. If you can rear-wheel-steer the bike a bit, it's easier to go quick. I think the Dunlops are a little bit easier to do that. The Michelins will slide, but then grab. That's what we've been working on with Michelin, is to get a consistent slide on the tire and get forward push. It's getting better and better. In the past the Dunlop has always gone good here. Anthony (Gobert) was hard to beat on the Kawasaki here and it was obvious that the bike was slower, but because the tire was spinning, he could keep the corner speed up coming out the double right-handers in particular. It depends on the temperature a lot with the Michelin. If it goes up five degrees, we change to a different compound - we've got that many different compounds and constructions, and sizes. It gets a bit of a nightmare sometimes because we've got so much to choose from. We try to limit it down to a few and go out and put as many laps as possible during free practice and qualifying. I've done that - about 14 laps on a race tire - and the lap times are still pretty good. We'll wait and see what the temperature's like tomorrow. It may be a bit cooler and that would help. But the tires don't seem to mind the high temperatures, either - we've just got to pick the right one and it'll work fine."

Based on qualifying, at least, **Troy Corser** saw the Laguna round as a good place to begin picking back points on championship leader Carl Fogarty, who would start both races from the fourth row after a disappointing Superpole. "It's one of those tracks where Carl (Fogarty) does struggle a little bit," Corser said. "The first day he was reasonably quick, but it wasn't as quick as what we're going now. The times were fairly

slow, really. I was looking forward to being here with Ben (Bostrom) and Anthony (Gobert) and some other guys who are a bit quicker here, and get a few people in between myself and Carl and make up some decent points. There's only got to be two bad races and I can make up almost the gap he's got. We'll wait and see. There are still a lot of races left in the year and there's a couple of tracks that I still feel stronger than Carl, and I think he's a little bit stronger at a couple. The bike's working well and we've pretty much got equal equipment - so when he beats me, it's down to him and the setup that he's got; when I beat him, it's my way. We'll just wait and see. It's going to be a long race tomorrow and I'm pretty sure that Ben and Anthony will be the ones to beat. They've done a race here, a long distance, and race laps are important around here. We'll wait and see."

Before the season started, Castrol Honda's **Colin Edwards** predicted that he would win 10 races en route to taking the World Superbike crown. Thus far he has two wins. "I wanted to come into this year and win 10 races," Edwards said. "But Fogarty just hasn't allowed me to do that. And some Germans haven't let me do it, either. That's racing." The Germans to which Edwards was referring were the corner marshals who didn't have oil flags out at Nurburgring, and the Texan subsequently crashed.

Yamaha's **Jamie Hacking** ended up eighth and 13th in the two races, after his second race was ruined by an off-track excursion. "The first leg was really good," Hacking said. "In the second one, I got down in there and backed it in and couldn't turn, so I had to run off. I couldn't learn too much back there running by myself, but I chose to do some different tire compounds in the second race just to see what it was going to do - we went the wrong way. If I would have stayed on, I probably could have lived with the tires, but you can't give 'em that much."

At a post race press conference, **Pier-Francesco Chili** misunderstood a question about the current championship situation and his answer was amusing. "For me the championship?" Chili said. "It was finished before the start. I must win a race. After I win

one, I must win two, but I cannot start to win a championship without winning a race."

All-around nice guy Chili also joked with **Ben Bostrom** after the newcomer won the second race. "You didn't have something to do today?" Chili asked Bostrom. "Because if you didn't come today, I make second place."

Bostrom was asked if he could turn this winning thing into a habit. "God, I hope so," Bostrom said. "It'd make this **championship** a lot easier to win. Gobert, (Mat) Mladin and I are pretty much tied, and both of those guys ride really well. It's going to be tight and there's only three races to go. I have to beat them, basically."

Bostrom's win also turns him into extremely **hot property** - both in the AMA Series and abroad. At the end of the season, his contract with the Vance & Hines Ducati will expire and he's certain to get calls - even from World Superbike teams. "If I feel I'm ready to go and I get the right ride, I'll go," Bostrom said. "Otherwise, I'd like to do another year here. This is my second season of superbike racing and I don't want to go too early. I don't want to race for fifth. I want to go over there and mix it up with the leaders - so you try and use your head about that deal."

Ben's brother, **Eric Bostrom**, was happy for his brother, but he wasn't overly impressed with his own performance on Sunday. The younger Bostrom finished 10th and seventh in the two races. "I'm really bummin'," Bostrom said, "because everything was working so good in practice. We weren't fast on qualifying tires, but we were fast on race tires. I figured we may not be able to run with Ben and Anthony, because they seem like they're a step ahead of everyone, but I felt like we should be down with the rest of the guys. I could do low 1:27s on the race tire this morning, but in the first race I went out there and we had nothing - no traction. I don't have any idea why. We just didn't have the steering. We made some changes in the second race and took a different angle on the chassis, and we got traction out of the thing. But all weekend I struggled with running wide off corners. We were never able to make it come good."



couldn't push so much because it's easy to slide. I have to modify a little bit my style and take care of my position."

Fogarty ended up fourth and was pleased to have Laguna behind him.

"I didn't want to lose too many championship points here at Laguna Seca, a track I don't like very much," Fogarty said. "I changed the bike for

race two. It seemed easier to ride, but I kept the same tires. Even with the second bike, I still had a few problems in changing direction. Now I'm already thinking about the next races back in Europe."

Fifth went to Edwards, one spot ahead of his teammate Slight - who just got the better of Eric Bostrom in the clos-

A pigtailed Gobert stands on the podium with his Vance & Hines crew chief, Jim Leonard, after winning the first race.

ing stages as the three Hondas finished fifth, sixth and seventh.

"I just got edged out over the first kink at the top of the hill," Edwards said of the start of the race. "I think it was Chili and Eric Bostrom in front of me. After that, a couple more went around the outside, too. After that, I concentrated on passing (Noriyuki) Haga, then got into a rhythm behind Carl (Fogarty). My race time was five seconds faster than the opening race, but I finished a place lower."

Kawasaki's Gregorio Lavilla ended up eighth, with Goddard ninth and Haga 10th - the Japanese rider struggling with the front end of his Yamaha R7. **CN**

Laguna Seca Raceway Monterey, California

Results: July 11, 1999 (Round 8 of 13)

SUPERBIKE QUALIFYING: 1. Troy Corser (1:26.194); 2. Anthony Gobert (1:26.199); 3. Ben Bostrom (1:26.488); 4. Akira Yanagawa (1:26.416); 5. Peter Goddard (1:26.963); 6. Eric Bostrom (1:26.939); 7. Colin Edwards II (1:27.002); 8. Pier-Francesco Chili (1:27.096); 9. Carl Fogarty (1:27.137); 10. Noriyuki Haga (1:27.525); 11. Aaron Slight (1:27.617); 12. Jamie Hacking (1:27.684); 13. Katsuaki Fujiwara (1:27.955); 14. Igor Jerman (1:27.960); 15. Vittoriano Guareschi (1:28.295); 16. Gregorio Lavilla (1:28.464); 17. Lucio Pedercini

(1:28.405); 18. Robert Ulm (1:28.413); 19. Frederic Protat (1:28.571); 20. Alessandro Gramigni (1:28.638); 21. Mauro Lucchiarri (1:29.035); 22. Lance Isaacs (1:29.975); 23. Mike Smith (1:29.994); 24. V. Karban (1:32.766).

RACE 1: 1. Anthony Gobert (Duc); 2. Ben Bostrom (Duc); 3. Akira Yanagawa (Kaw); 4. Colin Edwards II (Hon); 5. Carl Fogarty (Duc); 6. Troy Corser (Duc); 7. Pier-Francesco Chili (Suz); 8. Jamie Hacking (Yam); 9. Aaron Slight (Hon); 10. Eric Bostrom (Hon); 11. Katsuaki Fujiwara (Suz); 12. Gregorio Lavilla (Kaw); 13. Igor Jerman (Kaw); 14. Lance Isaacs (Duc); 15. Alessandro Gramigni (Yam); 16. Mauro Lucchiarri (Yam); 17. Mike Smith (Hon).

Time: 41 min., 01.775 sec.
Distance: 28 laps, 64.96 miles
Average speed: 91.44 mph
Margin of victory: 3.151 sec.

Fastest lap: Anthony Gobert, 1:27.366/92.022 mph, lap 5

RACE 2: 1. Ben Bostrom (Duc); 2. Troy Corser (Duc); 3. Pier-Francesco Chili (Suz); 4. Carl Fogarty (Duc); 5. Colin Edwards II (Hon); 6. Aaron Slight (Hon); 7. Eric Bostrom (Hon); 8. Gregorio Lavilla (Kaw); 9. Peter Goddard (Apr); 10. Noriyuki Haga (Yam); 11. Katsuaki Fujiwara (Suz); 12. Akira Yanagawa (Kaw); 13. Jamie Hacking (Yam); 14. Frederic Protat (Duc); 15. Alessandro Gramigni (Yam); 16. Igor Jerman (Kaw); 17. Mike Smith (Hon).

Time: 40 min., 58.346 sec.
Distance: 28 laps, 64.96 miles
Average speed: 91.56 mph
Margin of victory: 3.012 sec.

Fastest lap: Troy Corser, 1:27.020/92.388 mph, lap 27

WORLD SUPERBIKE C'SHIP POINT STANDINGS (After 8 of 13 rounds): 1. Carl Fogarty (317/8 wins); 2. Troy Corser (268/3); 3. Colin Edwards II (218/2); 4. Aaron Slight (196); 5. Akira Yanagawa (194); 6. Pier-Francesco Chili (144); 7. Noriyuki Haga (119/1); 8. Gregorio Lavilla (103); 9. Katsuaki Fujiwara (93); 10. Vittoriano Guareschi (67); 11. Peter Goddard (65); 12. Andy Meklau (51); 13. Ben Bostrom (45/1); 14. Dorian Romboni (44); 15. Robert Ulm (36).

Upcoming Rounds

Round 9 - Brands Hatch, England, August 1
Round 10 - Zeltweg, Austria, August 29

Corser - still the one

Those who were ready to just hand pole position to Vance & Hines' Anthony Gobert prior to Saturday afternoon's Superpole session received a quick history lesson from Troy Corser. The man who has simply owned the one-lap Superpole format since its inception last year showed that he's lost none of the savvy it takes to put it all on the line for a one-lap flyer.

Corser, who ended regular qualifying as the third quickest of the superbike men, went out and turned a 1:26.194 on his Superpole lap. Then he just sat and watched Ben Bostrom and his teammate Gobert try to better his lap. They couldn't, and the Australian earned pole-position, his third of the year and the 19th of his World Superbike career - a mark that puts him just one behind the all-time pole position leader, Carl Fogarty.

Corser's 1:26.194 was just a fraction slower than the 1:25.969 he'd turned in during regular qualifying on Friday morning and it was also slower than the new lap record time of 1:25.185 that Gobert had done on Friday afternoon. But those times mean nothing when it comes to Superpole, and it was on a warm and sunny Saturday afternoon that Corser showed that he really has no peers when it comes to Superpole. He also showed that when it comes to racing at Laguna Seca, Corser is a pre-race favorite every time out.

"It's one of my favorite circuits, just a good, fun circuit to ride on," Corser said. "I try not to look at the walls and there are a couple of spots that I don't like, but the bike works well here and the Michelins seem to hook up really well. Like I said, I enjoy riding here, and when you're having fun out there on the bike, it's a lot easier."

Corser admitted that he was watching Gobert, who by virtue of his fastest times from Friday was the last man to take to the track during Superpole.

"No, I was having a cigarette," Corser joked. "I watch all the riders. Sometimes you can pick up a little bit. It's the only chance you get to see all the riders - the fast guys - out on the circuit and see what lines they're using. You keep that for tomorrow and if you come up to one of them and want to make a pass, you've got a bit of an idea of what line they're going to run on a fast lap. That sort of helps for that. It's a nerve thing. If you keep calm and not push too hard and do a consistent lap, you'll do a better lap time than if you go out there and try to attack the track. It's worked so far."

While Corser's lap was both smooth and fast, Gobert made several mistakes during his run at pole position, and those mistakes translated into a lap time that was off what the Australian had done on Friday. Still, his 1:26.199 was just off Corser's time and it put him right where he needed to be for Sunday's race - on the front row.

"I was pretty happy, really, with what happened," Gobert said. "I wanted to be quickest, obviously, but I just wanted to mainly get on the front row. I didn't want to risk crashing and be on the fourth row. On this kind of a race track, if you're on the fourth row, you might as well forget about it - not even race. I wanted to just be on the front row, so I'm happy with that. I expected to go a lot quicker than what we did. I made a few mistakes on that lap; I think I was trying a bit too hard, so I'm a little bit disappointed with myself. Normally, if you're on pole,

you take it a little bit easier, so at least now I'll be more determined for the races tomorrow. It's just psychological. When you get pole, you tend to relax a little bit more than when you're not the quickest, because you're always putting in. I'm pretty fired up - I want to go out and race. I just hope we can run with these guys and so far this weekend we've proved that we can in practice and qualifying, so hopefully we can do that in the race and hopefully end up on the podium."

Gobert also dismissed the notion that he and his AMA counterparts (and there were only five of them riding this weekend) had an advantage over their World Superbike counterparts because they race at Laguna twice a year.

"Most of the teams come here and test before the deal, so we aren't really at an advantage too much," Gobert said, "only the fact that we've done a 28-lap race earlier in the year. We're down a little bit with Superpole in knowing how that runs, but I have done it before in Japan so I do know how it works. It's just the kind of thing where you do have a lot of butterflies in your stomach. You don't want to crash, but you still want to go fast. There are a lot of things to weigh up before you fire it into turn one. For me, unfortunately, I fired it in a little bit too hard into a few turns. Troy (Corser) is a good rider and he's got the Superpole sussed. He's always been fast on the Ducati and he's going to be tough tomorrow. I just hope that if anyone beats him, I hope it's me."

If Ben Bostrom's impressive World Superbike debut last year didn't gain him any attention, Saturday's Superpole effort and the fact that he was consistently near the top of the time sheets certainly did. In what was his second career Superpole effort, Bostrom ended up third fastest with a 1:26.488. He's started his lap with a huge slide out of turn 11 that hindered his drive toward the start/finish line and the timing beacon to begin his flying lap.

"I guess that wasn't such a good setup there," Bostrom said. "I was getting ready and (Gary) Medley (his chief mechanic) said, 'When you come down the hill, be on your lap.' So I started to wick her up a bit and I came off 11 and gave it full stick, and I guess the tire wasn't ready to go yet. I tried to go out there and bust pretty big and I'm pretty happy to be where we're at, in third. I came in and looked at my time up there and you think with as hard as you try out there that this thing is going to be a flyer, then you see it and you're a little disappointed. But it was good enough and I'm pretty happy with it. The track's a little bit squirmish today, but it's the same for everybody, so that's no big deal."

He also spoke of being a tad on the nervous side heading into Superpole.

"We have it a bit easier because we just go out for a one-hour session, like the regular qualifying sessions we've had here this weekend, so you can go out and work up to your speed," Bostrom said. "We were one of the top three guys, so we had to wait a long time for Superpole and you get a bit nervous and you get the butterflies going. By the time you go out, you're shaking, trying to shake 'em off by the time you come around to that green flag. I got half of 'em shook off and the other half are still there, and I was trying to attack the track really hard. These guys just rode better than I did, but we're on the front row and we have a good shot at tomorrow."

The front row would be filled by the first non-Ducati, the Kawasaki of Akira Yanagawa - the man who was so badly hurt here a year ago during the first World Superbike leg. His accident had occurred in the Corkscrew and he approached that section with caution on the first day of practice. With his 1:26.493, he showed that he certainly wasn't haunted by the incident come Saturday afternoon.

"In my first lap entering Corkscrew, I had a funny feeling in my stomach," Yanagawa said on Friday. "But in the second lap it was gone. The bike feels lower than the bike I rode in Suzuka (during recent tests) and on the bumps it was shaking very hard. We will change a few things for tomorrow and it should be better."

Leading the second row was the surprising Peter Goddard on the factory Aprilia - by far his best qualifying effort of the season. Goddard put in the perfect lap around Laguna when it counted most, and his 1:26.963 was half a second quicker than he'd gone during regular qualifying.

"I'm very happy with the time we set," Goddard said. "My lap was clean, fast and I knew it was going to be a good time. I'm also pleased because we've got a very good race setup, not just one which lets us do a single fast lap. We've been doing some very consistent times and I think that's down to being the best prepared we've ever been on a Saturday. Tomorrow we can concentrate on doing shakedown laps, and not worry about the setup. The whole package is coming together real well and this time proves how good the bike is."

Behind Goddard came American Honda's Eric Bostrom at 1:26.989, then Castrol Honda's Colin Edwards II, the Texan having a huge slide in turn six during his Superspole run. Still, it was much better than last year's effort, when he crashed during Superpole and was forced to start from the fourth row of the grid.

"At least we completed a lap," Edwards said. "We're up there a little bit closer to the guys. We just have to get a good start is all. Friday, when we started, we were wrong. The bike was wrong on Friday. If it was last year, we would have been struggling and not knowing what to change. But we've been doing our homework throughout the year, so when we had a problem, we knew how to fix it. We fixed it and here we are."

After Edwards came Suzuki's Pier-Francesco Chili, then World Champion Carl Fogarty.

"We decided to make a last-minute change of engine for Superpole and I had a few problems," Fogarty said. "But I'm not worried about tomorrow. I know I'm fast on this track. Starting from the third row won't be easy. In the afternoon warmup, I tried out the race tires and I think I've made the right choice."

Joining Fogarty on row three would be Yamaha's Noriyuki Haga, Castrol Honda's Aaron Slight and Yamaha's Jamie Hacking. Slight had crashed his good bike just before Superpole, and he blamed that for his less-than-spectacular result.

"I think we should race on Fridays - it's much better," Slight said. "I went out on my favorite bike. We made a few changes, but it was working pretty good anyway. We made a few changes to try and keep up with these Ducatis, but I think we went the wrong way. I ran in some brake pads for about 15 minutes and then, on my first flying lap, I crashed in turn five - that ruined my good bike. The other bike didn't really have any tires to go in it, either, so we didn't get many laps to get me confident in it - then there was Superpole. I just went out there and made sure I got a lap in. I did a 26.8 on a tire that had done 15 laps, so I think the tires will play a part, but I think we've got a good choice. The pace is going to be around there, so hopefully we can get up to the guys, mix it with 'em and be there at the end. For sure, it's hard to start from the third row, but last year here I started from fifth and was sitting in eighth and sitting behind a string of six guys. If you can get through the bunch up at the front, there's every chance of a rostrum here. The race setup is pretty good, so who knows - it's Laguna Seca."

In all, 24 riders qualified for Sunday's two World Superbike races.

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**MOM LIT THE BBQ.
DAD LIT THE
FIREWORKS. AND
RICKY LIT UP
THE COMPETITION.
JUST ANOTHER WARM,
FAMILY HOLIDAY AT
THE CARMICHAEL'S.**

**RICKY CARMICHAEL CRUISED
TO THE FINISH ON JULY 4TH
AND TOOK ROUND 6 OF THE
AMA MAZDA TRUCK MOTOCROSS
NATIONALS.**

There's nothing like celebrating Independence Day by pounding the pack till they're red, white, black and blue. It's become a holiday tradition in the Carmichael home. While mom laid out the apple pie and all the holiday fixin's, Ricky blasted out of the gate towards his 21st 125cc National win. He gunned relentlessly. Lapping the competition. Adding seconds with every pass. Ricky would not be stopped until he'd won every moto in his class. Clearly, democracy and dirt don't mix.



"It will be a great summer from here on out, no matter how hot it gets."

Ricky Carmichael
Team SplitFire/1-800-COLLECT/
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RICKY CARMICHAEL

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World Supersport Championship
Round 7: Laguna Seca Raceway

Moet and Chambon

By Henny Ray Abrams

MONTEREY, CA, JULY 11

Two things we know about the World Supersport Championship: The riders have a hard time dealing with gravity, and no one seems to want to win the championship.

Coming into Laguna Seca, there had been six different winners in the six previous rounds. Leaving Laguna Seca, there were now seven different winners, with Suzuki Alstare's Stephane Chambon taking the win on aggregate time in a race that was run in two parts after being red-flagged, with bikes and bodies and oil everywhere, midway through the 25-lap event. The win vaulted the Frenchman to the top of the championship standings with four rounds remaining.

The irony of the two-stage race was not lost on those who'd witnessed the debacle at the AMA Superbike race two months earlier. On that day, the race had been stopped after 21 laps with Anthony Gobert firmly in control and Mat Mladin an equally dominant second. It was restarted as a seven-lap sprint, the work from the previous 21 laps tossed out because the AMA chooses not to score on aggregate time for a variety of reasons, one of which is their belief that it's confusing. Today's race proved just the opposite.

The race had been stopped on lap 12 of the original 25, with scoring reverting to the end of the 11th lap - with 14 laps to go after all the cleanup was done. The announcer was aware of both the track

positions and the overall positions, and it was always clear who was leading and who was fading. If you couldn't hear the announcer, the positions were clearly posted on a scoring tower in the middle of Laguna Seca Raceway. All of which is a long way of saying there was no doubt as to who was winning.

Chambon was second in the first leg, a third of a second behind Ducati Performance's Paolo Casoli, but he won the second leg handily, crossing the line nearly four seconds in front of Kawasaki's Iain MacPherson. Casoli, who'd crashed in the first leg and had to go to his spare bike, finished seventh in the second race, but his first-leg performance allowed him to take third overall - six seconds down on MacPherson.

"When I was in second place in the first part, I knew that I could win, so I was determined to go for it in the second part," Chambon said. "But when the second part began, I found it hard concentrating and made some mistakes. Then I settled down and after that it became much better."

Chambon completed the 25-lap, 58-mile race in a combined time of 38 minutes, 19.719 seconds at an average speed of 87.696 mph. Just for comparison's sake, Yamaha's Tommy Hayden had won the previous day's Pro Honda Oils 600cc Supersport race with an average speed of 87.628 mph, though it must be said that World Supersport rules allow for greater machine modification. Chambon's margin of victory was 4.083 seconds.

Yamaha Belgarda's Massimo Meregalli was fourth, just in front of class champion Fabrizio Pirovano on the Alstare Suzuki.

Next was Yamaha Belgarda's Piergiorgio Bontempi, whose seventh dropped him out of the title lead. Chambon and his 101 points take over with Bontempi now second on 92 points, with MacPherson jumping into third with 67.

In the middle of a very hot and

sunny Sunday afternoon, the World 600s were flagged off, with Chambon starting from the pole and looking for his first win of the year.

He and Casoli made short work of the 32-rider field, taking the battle to each other on the 2.32-mile Monterey circuit.

Chambon led only the first lap before Casoli took over, leading every one until the 13th, when Chambon retook the point. Not long afterward, Casoli crashed, adding to the wreckage around the track - and a red flag stopped the race.

"After the red flags came out on lap 11 is when I fell, probably due to oil on the track," Casoli said. "It wasn't easy to get back on the second bike for the restart. It had a slightly different setup and I had a few problems with grip."

The oil had been put down in turn five, where there were a number of riders down, including Sebastien Charpentier and Karl Harris. Walter Tortoroglio and Dee Cee Jeans Yamaha's Ruben Xaus had crashed earlier in the Corkscrew. Among the other crashers was Yamaha Deutschland's Jorg Teuchert.

MacPherson, who'd finished third and at the front of a trio contesting the spot in the first leg, jumped out front in the second, with Chambon giving chase but hitting a false neutral in turn 11, which allowed Cristiano Migliorati to go by. Even though he finished the first lap third on track, Chambon was still in the lead on time, and would continue to be to the end.

Just to make sure there was no confusion, Chambon took the lead from MacPherson with a hard braking move in turn 11 ending the 21st lap. Four laps later he had his first win of the year and the title lead.

MacPherson finished second on track and second overall, the second best of his four finishes this year.

"It was so good to take the lead, but I felt a bit better in the first part of the

Iain MacPherson (12) led the restarted World Supersport race at Laguna Seca over eventual race winner Stephane Chambon and Cristiano Migliorati (6).

race," the Englishman said. "When Chambon passed me, I realized that he took a different line. I'm sure I didn't use the best line yet, but I'm so happy, also for the team to finish second after so much bad luck in the past few races."

In the previous race at Misano, Italy, MacPherson was involved in a first-turn pileup which sent him to the hospital after he banged his head.

The pack contesting third in the second leg was five riders long at the end, with Bontempi at the front of it, the Italian having moved there with four laps to go. Still, it wasn't enough to make up for his first-leg eighth, and Casoli, who was seventh on track, dropped a spot on the final lap and took third overall.

"From the pit lane, they were always signaling the aggregate time, and I succeeded in holding on to third position," the Italian said. "The second start wasn't a very good one and I wasn't able to fight for the lead."

The next three spots also came out of the second-leg fight for third, with Yamaha's Meregalli ending up fourth, two seconds down to Casoli, after taking fourth in both legs.

"Yesterday, I never thought I would ever finish the race in this position," the Italian said. "I adjusted the front suspension to put more weight over the front wheel yesterday, but I realized that I would not be able to go full race distance because of my damaged hand. I changed the bike back again, but it was very unstable, especially over the crest at the fast first corner. I am very happy to finish fourth."

Meregalli had suffered the hand injury at the season-opening race in South Africa three months ago.

Pirovano was a consistent fifth and fifth in the two legs, at the end of the

trio fighting over third and toward the back of the pack contesting the same spot in the second race. All in all, he was a little over 1.2 seconds back of Meregal-li and much improved on last year's performance, when he crashed.

"After last year's disaster, a good result today was what I wanted," the Italian said. "The rear was sliding around a lot and I didn't want to crash here again, so I took it cautiously and rode as hard as I could without taking chances."

Bontempi, as stated earlier, was sixth overall, partly because niggling problems kept him from sorting out his race setup during practice.

Endoug Metalsistem's Cristiano Migliorati was sixth on a Suzuki, some distance from Bontempi and a couple of seconds in front of Dee Cee Jeans Yamaha's Wilco Zeelenberg, eighth overall after sixth- and ninth-place finishes. In the first leg, Zeelenberg was just in front of Migliorati and in the second one at the back of the third-place pack.

"My first race was okay, but the second wasn't so good," the Dutchman said. "I made a mistake when I overtook Christian Kellner, and that disrupted my rhythm. I lost about three or four places right afterwards and outraked myself a couple of times."

Zellner took ninth, complaining that Casoli was holding him up in the corners and leaving him on the straights.

"I could not get past him in the early laps," said the German, who was making his first trip to Laguna Seca.

Elf Honda France's William Costes finished 10th, less than two-tenths behind Kellner on aggregate time. **CN**

Laguna Seca Raceway Monterey, California Results: July 11, 1999 (Round 7 of 11)

WORLD SUPERSPORT: 1. Stephane Chambon (Suz); 2. Iain MacPherson (Kaw); 3. Paolo Casoli (Duc); 4. Massimo Meregalli (Yam); 5. Fabrizio Pirovano (Suz); 6. Piergiorgio Bontempi (Yam); 7. Cristiano Migliorati (Suz); 8. Wilco Zeelenberg (Yam); 9. Christian Kellner (Yam); 10. William Costes (Hon); 11. James Toseland (Hon); 12. Werner Daemen (Yam); 13. Brian Parriott (Hon); 14. Christoph Cogan (Yam); 15. Michele Malatesta (Duc); 16. Camillo Mariottini (Kaw); 17. Mauro Sanchini (Suz); 18. Luca Conforti (Kaw); 19. David Checa (Duc); 20. Filisberto Teixeira (Hon); 21. Karl Harris (Suz); 22. Tony Doran (Hon); 23. Ruben Xaus (Yam).

Time: 38 min., 19.719 sec.

Distance: 25 laps, 58 miles

Average speed: 87.696 mph

Margin of victory: 4.083 sec.

WORLD SUPERSPORT CHAMPIONSHIP POINT STANDINGS (After 7 of 11 rounds): 1. Stephane Chambon (101/1 win); 2. Piergiorgio Bontempi (92/1); 3. Iain MacPherson (67/1); 4. Fabrizio Pirovano (66); 5. Jorg Teuchert (64/1); 6. William Costes (61); 7. Christian Kellner (58); 8. Wilco Zeelenberg (49/1); 9. (TIE) Ruben Xaus/Paolo Casoli (45/1); 11. Massimo Meregalli (42); 12. James Toseland (41); 13. Cristiano Migliorati (35); 14. Jamie Whitham (25/1); 15. Pere Riba (23); 16. Yves Brigue (22); 17. Vittorio Iannuzzo (19); 18. Christoph Cogan (15); 19. Walter Tortoroglio (12); 20. Rob Wood (11).

Upcoming Rounds:

Round 8 - Brands Hatch, England, August 1

Round 9 - Zeltweg, Austria, August 29

AMA/Pro Honda Oils 600cc Supersport Series Round 9: Laguna Seca Raceway

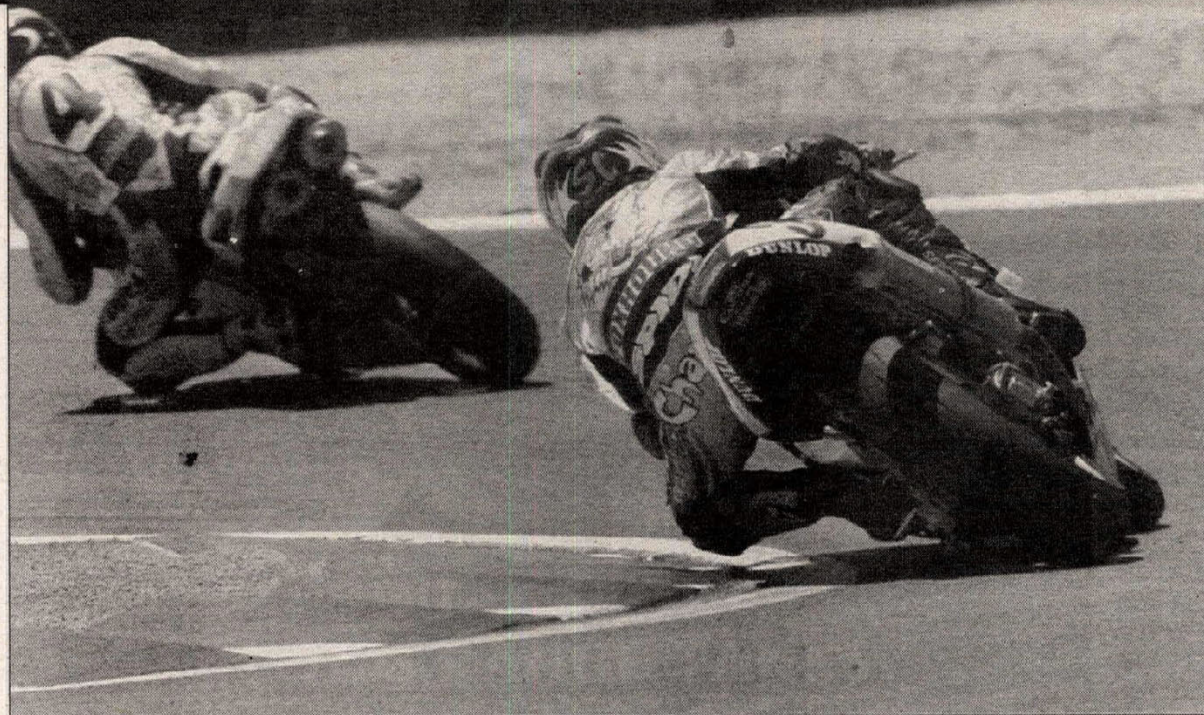
Yamaha sweeps

By Henny Ray Abrams

MONTEREY, CA, JULY 17

From the midpoint of the race on, it was clear a Yamaha was going to win. What wasn't clear until the final few inches was which one it would be.

Teammates Jamie Hacking and Tommy Hayden acted like anything but



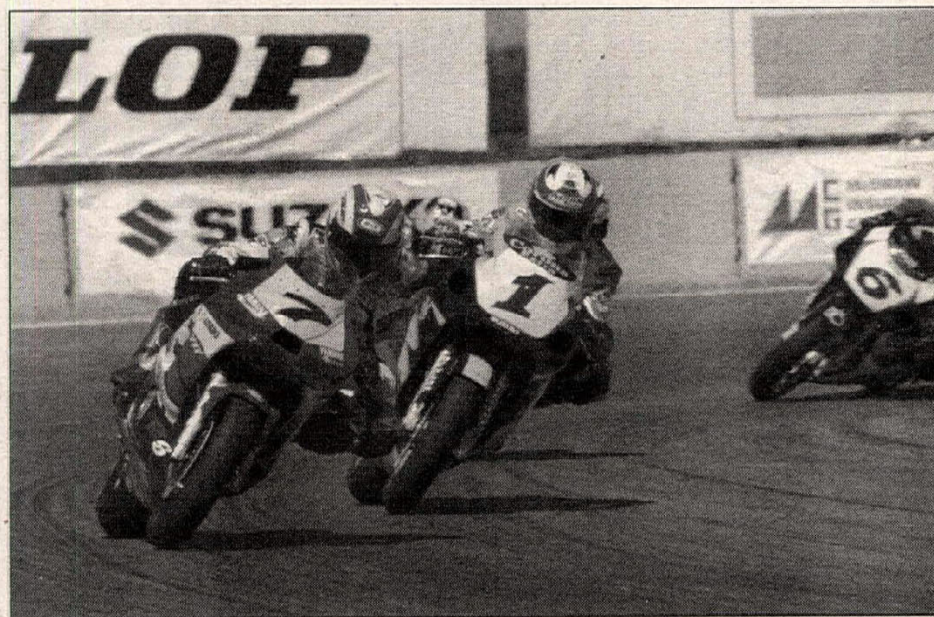
(Left) Chambon tails early leader Paolo Casoli in turn 11.
(Below) Piergiorgio Bontempi (7) leads Fabrizio Pirovano (1) in their battle for what would eventually turn out to be fifth place.

that as they moved their relentless sparring match well clear of the rest of the 40-rider Pro Honda Oils 600cc Supersport field on a sunny, breezy day at Laguna Seca Raceway. The only clue as to who might win could be seen coming off the near-dead-stop turn 11, the final turn before the run up the front straight to the checkered flag.

All race long, Hayden was able to jump off the corner so strongly that, even if he found himself trailing his teammate, he might be able to outgun him to the stripe. As it turned out, he didn't have to.

The eldest of the racing Haydens took the lead for the final time with an aggressive move inside Hacking in the very fast turn-one kink on the final lap, and he spent the rest of the 2.32-mile tour of the 11-turn Monterey track fending off the persistent jabs of Hacking. By the time they got to turn 11, Hayden was well in control, and he jetted to the checkered flag just in front of his teammate.

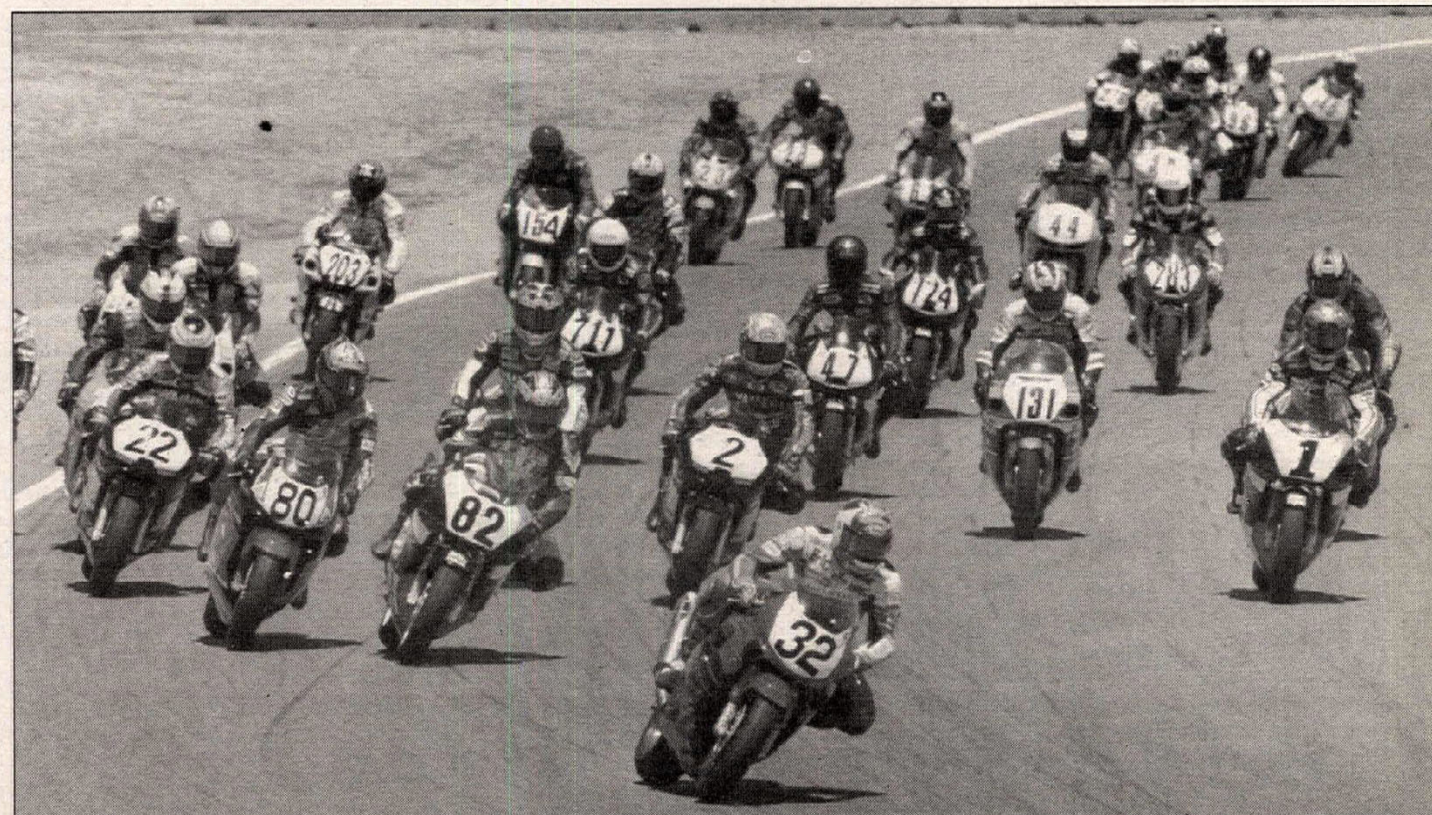
"I knew I had to win today and I knew at the end I was going to go for it and that's what happened, and I was able to come out with the win," Hayden said after his third win of the year, this



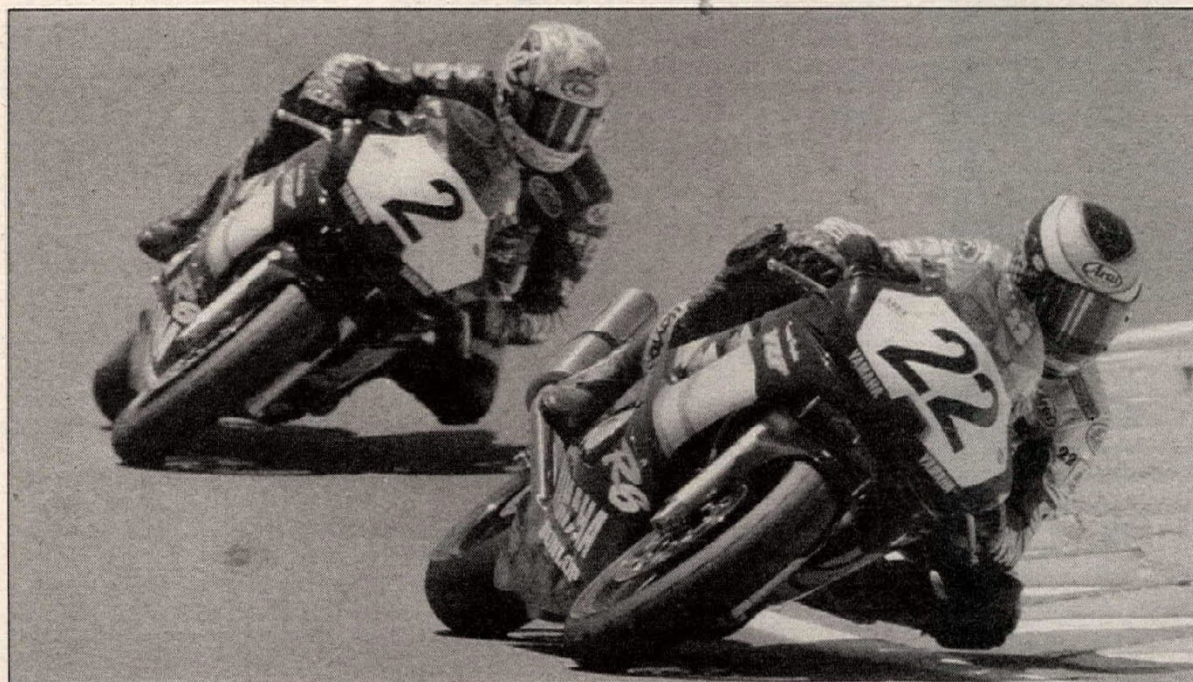
one by the narrowest of margins, just .042 of a second. That margin narrowed another margin, the lead his younger brother Nicky held over him in the point standings. Erion Racing's Nicky Hayden admitted he wasn't riding well, the end result being a fifth-place finish.

His fifth and Tommy's win added up to Nicky holding an eight-point lead, 281-273, after nine of 12 races. Hacking is third in points with 248.

"I knew I had to win today because Vegas got canceled," said Tommy Hayden, who also won the race run in the



The AMA 600cc Supersport field heads into turn two with Eric Bostrom (32) leading the way over Steve Rapp (82), Kurtis Roberts (80), Steve Crevier (1) and the rest of the pack.



(Left) The race came down to a battle between Yamaha teammates Tommy Hayden (22) and Jamie Hacking (2), with Hayden taking the victory. (Below) Eric Bostrom (32) faded from the lead and was eventually passed for third place by Kurtis Roberts (80). Bostrom ended up fourth.

and drive off pretty good, but Tommy was just killing me out of turn 11. He could just drive out and that's how he got a good drive up the front straight-away."

And that was that.

Bostrom went from first to second on lap four, to third on lap seven, and finally to fourth on the penultimate lap, his regression the result of flawed chassis geometry. The F-3 was better than it had been when Bostrom rode to sixth at the AMA race here a few months earlier, but the team's still playing catch-up, he said, and his riding isn't where he feels it should be, though he is making progress. Third never felt secure. He knew there was someone lurking.

"I didn't know who was back there, but I was definitely trying hard and kept getting jacked by the lappers," Bostrom said. "Maybe I made bad decisions."

It was Roberts who was behind him, and he inched forward until he was

rain here in April, referring to what was to be the final round of the championship. "We're running out of races."

Third today went to Erion Racing's Kurtis Roberts, who'd tracked down American Honda's Eric Bostrom, the early-race leader, and passed him with two laps to go. Those two were well clear of Nicky Hayden, who rode a lonely race to fifth.

Sixth place was contested between Yoshimura Suzuki's Jason Pridmore and Muzzy Kawasaki's Aaron Yates until Pridmore pulled away with a few laps to go to collect his best finish of the year. Yates had been having brake problems all weekend - he crashed hard in practice on Friday - and had nothing for Pridmore at the end.

Then came a four-rider squabble over eighth, won by Yoshimura Suzuki's Steve Crevier, who was shadowed across the line in quick order by Parriott Motor's Brian Parriott, Valvoline EMGO Suzuki's Joshua Hayes, and Yoshimura's Steve Rapp.

The first time the race was green-flagged, it was quickly red-flagged, with Mike Doran falling in turn one and getting run over by his close friend Bryan Kovarick. Doran was taken away in an ambulance, and Kovarick made the restart. He would finish 28th.

The second start went to Eric Bostrom, who opened up a gap so quickly that it looked like he might be getting away. He knew that couldn't happen and, soon enough, the race came to him.

"The start was good," Bostrom said, adding, "I kind of knew, unfortunately, that as much as I would've liked to have a shot at it, I was afraid we didn't because we never got to flow through the corners all weekend. The setup wasn't on and there was so little time to do anything about it. That was what hurt us. We had no entry speed and every time I tried to enter with those guys, I was on the ragged edge and I knew that wasn't going to last."

It took a while for Hacking's tire to come in, but once it did, he drove by Bostrom on lap four, with Tommy Hayden, who'd qualified on the pole, joining him on lap nine, and with Bostrom temporarily by himself before Roberts came up.

Hayden would make his pass in turn two on the 11th lap, saying he thought that Hacking had gone the wrong way around a lapper.

"And I was behind him and got lucky because of his mistake and was able to get by the first time pretty easy," Hayden said of the pass he made with

the assistance of some lappers. "And from there I just kept my head down and ran a good pace and tried not to make any mistakes."

Hacking said he'd been running a steady pace behind Hayden until he had brake-fade problems just a little past halfway.

"And I went to adjust it going up the hill and when I did, I reached up and killed the motor and I didn't know what I'd done," Hayden said. "I thought the bike had died on me. And then it took a little bit to realize that I had to switch it back on. Tommy had gapped me pretty good there. Then I caught the wrong end of the lappers and it was just one thing after another."

Because of the tightness of the track, traffic would be especially crucial, and many riders felt that the 40-rider field was overcrowded with moving chicanes.

Though he had a slight gap for a lap or two, there was little in Hayden's lead and Hacking struck back on lap 16 - the penultimate tour - again in turn two with a move that seemed to surprise Hayden, who'd gotten into the looping left a bit too eagerly.

"When he got back by me, I did make a mistake: I got in a little too hot and had it backed in a little too much and drifted wide and he was able to come up under me," Hayden said.

That he'd been able to reel him back in gave Hacking hope for the final lap.

"What made it feel so good is that I was able to run him back down," Hacking said. "That built my confidence up pretty good when I ran him back down and passed him. But I knew when I passed him and roughed him up a little bit, it kind of got him flared back up."

Hacking was in the lead at the start of the final lap, with Hayden again using turn two to take over the point.

"I knew I didn't have much time to get back by him," Hayden began of his daring inside turn-one move, "so I was able to get a good run on him and it didn't seem like that lap he didn't have a good run there, either - so it helped me out even more. I was able to get by and just kind of rode defensive the last lap and didn't take too many chances and was able to hold on."

"(The bike) was working really good out of turn 11," Tommy Hayden said. "It was hooking up good. I was able to get a good drive out of there. I was able to do that all week. And I knew that would help me in the race because a lot of times there's people right on my butt. Here there's not a whole lot of places to get by, so it's a big advantage to be able



to get out of there so I was able to get a run. Down there, I knew whenever he went by that he'd only have one lap to get around and I knew it wasn't going to be easy. I wanted to start from the beginning of the last lap and try everything the whole last lap. I was able to get by and hold him off."

"He's pretty strong right there in turn two," Hacking said of the last-lap pass. "I could hold a pretty tight line

right on Bostrom with several laps to go. The pair hit traffic and Roberts felt he had the advantage because he was the second rider through and so he could get them easily.

"And that allowed me to catch him," he said, "and then I just got a good drive on him out of four and just outbroke him going into five and held on for a lap and a half."

Early in the race, Nicky Hayden

Briefly...

More than a few 600cc Supersport riders commented on the amount of **traffic**. Of the 40 starters, only 20 completed the full 17 laps, with riders in traffic early on. Yoshimura Suzuki's Steve Crevier ran into one lapper as he was closing on Muzzy Kawasaki's Aaron Yates, and might have made a run at him, "but there was some idiot, a backmarker - he's probably a really nice guy, but I'm going to call him an idiot - going into five. He ran Aaron wide, ran me wide. I sometimes feel that the AMA needs to look a lot closer at a grading system. Get rid of some of the bad traffic out there. We lapped one guy twice. That should never happen at a professional event. That's just telling you that someone's too slow and too dangerous." American Honda's Ben Bostrom felt much the same way. "I had one guy almost take me out and crash not more than an inch in front of me in five. It was just so ridiculous how many slow guys are out there. These guys should have yellow plates. Does it really make a better race out of it to endanger all of our lives? But we've got a full grid. And it's just ridiculous. I don't know when we started lapping people, but it was early. And it

wasn't like we lapped one person, we were lapping five people at a time. It's ridiculous. Qualifying was just as bad, practice was just as bad. It takes away from the show because so many times the outcome of the race is determined by the lappers. Take Road Atlanta, for example: Ben (Bostrom) might have been able to win that first race, but he didn't have a chance to outbrake him (Anthony Gobert) on the last lap because a lapper got in the way. It's like, 'Okay, we've got a full grid but we're going to take away from the rest of the class.' I've had plenty of people tell me, 'I'd love to watch 15 guys if it's going to be a good race.'"

Erion Honda's **Kurtis Roberts** finished third, two spots in front of teammate Nicky Hayden, who would have picked up an extra point if Roberts had dropped back and finished behind him. With Nicky Hayden in the thick of the championship hunt with his brother Tommy, Roberts was asked about team orders. "No, there were no team orders before the race. You were kind of thinking about it, but they don't tell me to finish behind Nicky, which I probably would have. Same thing he would probably do for me in the 900 championship. If there were team orders, I definitely would have let him catch up and go by. But there weren't, so I just concentrated on my own race."

found himself in a place where he didn't want to be and didn't expect to be. He was by himself, unable to move forward, but not in any harm of being passed - at least not until the very end.

"I felt like, before the race, I could be right there," said Hayden, who is back to sporting a leopard-skin hair coloration. "I mean, I don't want to make excuses about my starts, but I got a bad start, slow at the beginning - I was going slow. I tried to put some hard laps in and catch those guys and I just felt like I was going to throw it away. I may have rode a little bit tight. I wasn't riding very good and I got fifth. Once I figured out I was on the edge, trying to catch those guys, and I wasn't getting nowhere, that's about the time I started catching traffic and I took what I got."

Sixth wasn't as cut and dried. Pridmore and Yates were hard at it, passing and repassing each other, the final order decided on lap 13 of 17, but it was only in the final two laps that Pridmore could relax, with Yates' brakes finally giving in.

"I was really surprised I was able to kind of get him a little bit on the brakes today because I respect the guy so much under braking," Pridmore said. "But I was able to get by him under braking. We went back and forth. He came by me in the Corkscrew and then I got by him on the exit of the Corkscrew and, originally, I got by him in turn 11 and I think I got by him once in five. But I finally made it stick after I got by the second time in the Corkscrew."

Yates said that he was still having problems with the brakes.

"They're not biting like they used to," he said, which tempered his drive.

When it was clear that Pridmore was out of reach, Yates said that he "just needed to get back without tearing the bike up."

Four riders contested eighth, with Crevier at the front of the quartet for most of the race, only to find himself at the back of the pack entering the Corkscrew on the final lap.

"(Brian) Parriott, (Steve) Rapp and (Joshua) Hayes got me going up five and there was lots of action going into Corkscrew on the last lap," Crevier said. "I came out of that ahead and followed Parriott and Yates. Parriott got a big slide in turn 10. I got him there and Yates just finished off ahead of me." **CN**

Laguna Seca Raceway Monterey, California

Results: July 10, 1999 (Round 9 of 12)

PRO HONDA OILS 600cc SUPERSPORT: 1. Tommy Hayden (Yam); 2. Jamie Hacking (Yam); 3. Kurtis Roberts (Hon); 4. Eric Bostrom (Hon); 5. Nicky Hayden (Hon); 6. Jason Pridmore (Suz); 7. Aaron Yates (Kaw); 8. Steve Crevier (Suz); 9. Brian Parriott (Hon); 10. Joshua Hayes (Suz); 11. Steve Rapp (Suz); 12. Jake Zemke (Suz); 13. Sean Kowalski (Hon); 14. Chuck Graves (Yam); 15. Roger Lee Hayden (Suz); 16. Michael R. Hannas II (Yam); 17. Kenneth Chase (Suz); 18. Mike Sullivan (Kaw); 19. Stuart Stratton (Suz); 20. Jeremy Toye (Yam); 21. Bryce Gross (Yam); 22. Francisco Ramirez (Suz); 23. Paul Wright (Hon); 24. Bob Laszko (Hon); 25. Shawn Cash (Suz); 26. Samuel Carnibucci (Hon); 27. David Ortega (Suz); 28. Bryan Kovarik (Suz); 29. Stephen Stallman (Yam); 30. Jason Chisum (Kaw); 31. Kevin Carter (Yam); 32. Randy Neher (Hon); 33. Ben Welch (Yam); 34. Gerard Walsh (Suz); 35. Roman Frias (Hon); 36. Tony Jimenez (Suz); 37. Kim Nakashima (Suz); 38. Takahito Mori (Yam).
Time: 25 min., 57.466 sec.
Distance: 17 laps, 39.44 miles
Average speed: 87.628 mph
Margin of victory: 0.042 sec.

PRO HONDA OILS 600cc SUPERSPORT C'SHIP POINT STANDINGS (After 9 of 12 rounds): 1. Nicky Hayden (281/5 wins); 2. Tommy Hayden (273/3); 3. Jamie Hacking (248/1); 4. Steve Crevier (214); 5. Kurtis Roberts (209); 6. Aaron Yates (199); 7. Joshua Hayes (196); 8. Jason Pridmore (173); 9. Steve Rapp (172); 10. Eric Bostrom (158); 11. Richard Oliver (144); 12. Sean Kowalski (133); 13. Brian Parriott (132); 14. Tom Kipp (123); 15. Miguel Duhamel (115/1); 16. Jake Zemke (102); 17. Paul Harrell (90); 18. Takahito Mori (76); 19. Damon Buckmaster (70); 20. Richard Alexander Jr. (66).

Upcoming Rounds:

Round 10 - Lexington, Ohio, July 18

Round 11 - Brainerd, Minnesota, August 2

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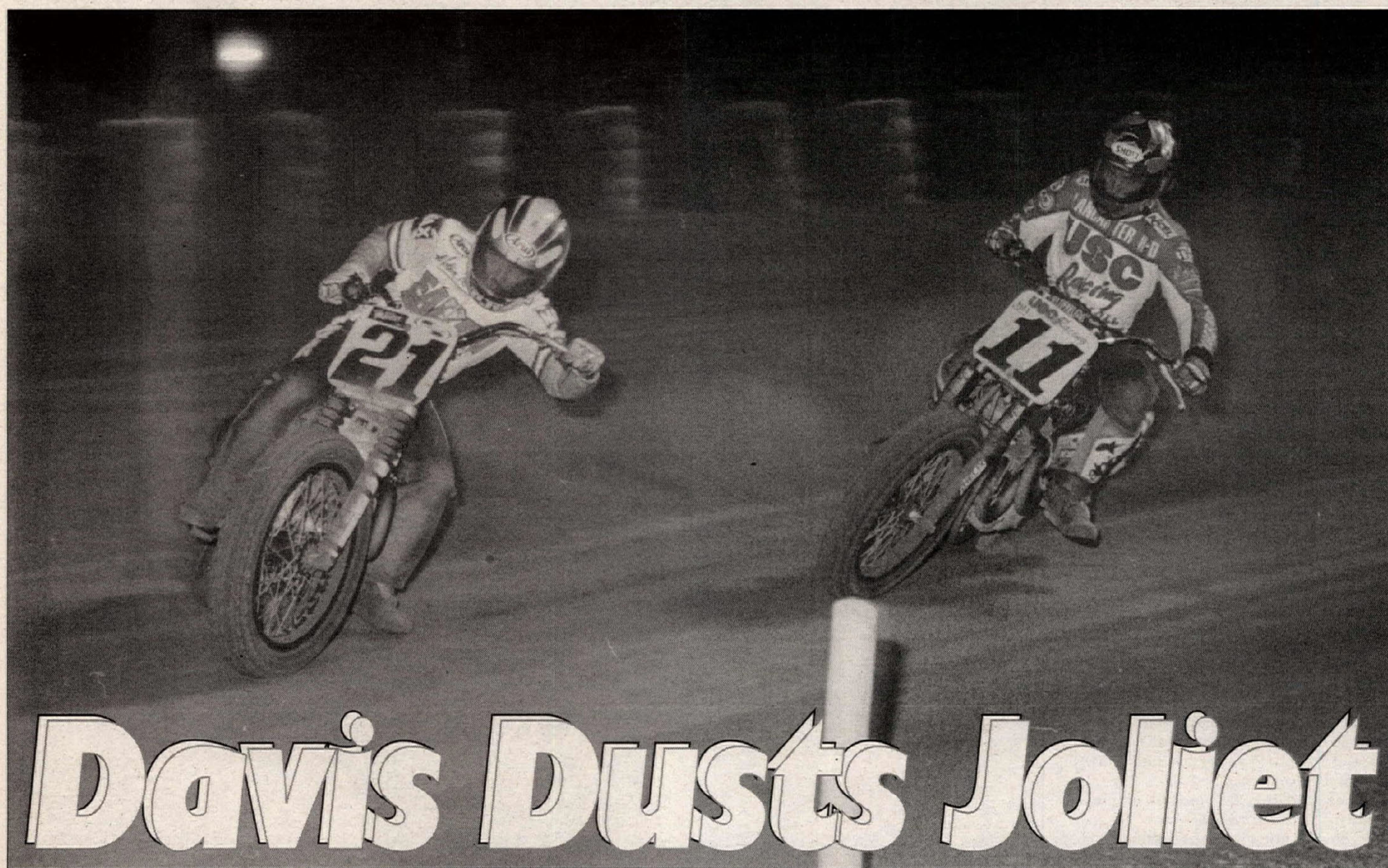
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Davis Dusts Joliet

By Dave Hoenig
File photos by Flat Trak Fotos

JOLIET, IL, JULY 10

Round eight of the American Motorcyclist Association's Grand National Championship Series by Drag Specialties came to the Route 66 Raceway half mile, and Will Davis re-established himself as one of the premier half milers on the circuit.

Davis had to work his Eaken Racing/Rod Lake/Racing For Kids-sponsored Harley up from a slow start to take his 23rd GNC win after series points leader Chris Carr, looking for his third consecutive win, pushed his Harley-Davidson of Sacramento/Phoenix Racing/Big Valley Ford-backed Harley into the early lead while Davis found himself in sixth position at the end of lap one.

"I was hoping to get a little better start, but after about the fourth or fifth lap, I could tell Chris wasn't really hooked up that good," Davis said. "I still had to get by those guys and I just kept telling myself, 'Don't get overanxious, start charging and make a bunch of mistakes.' I didn't want to get my tire hot, so I just hung in there."

Davis had dominated the action all night on the slick, dusty oval.

"Skip (Eaken) went to work this week and got the chassis really dialed in," Davis said. "It worked from the first practice on. It was unbelievable. It was perfect."

The new-for-1999 Will Davis/Eaken Racing union started off the year with a win at the Daytona Short Track, but as the series moved on to the half miles and miles, the team struggled to get on the same page with its 750 program.

"We worked on the motorcycle a lot this past week," Davis said. "We went more in the direction of what we

thought it would take on a slick track. The new things we tried worked great. I'm ready for the rest of these half miles. I hope they're all slick. We needed this. We've been pretty quick ever since Daytona but just haven't been able to put it all together. I either had my head stuck in my butt or we had some bad luck. Now I'm looking forward to the rest of the year."

It was 18-year-old Bryan Bigelow who led the field into the first turn during the 25-lap feature, but the USC Racing/Lancaster Harley-Davidson/Marshall Distributing-backed youngster saw Carr quickly sweep around the outside to lead lap one. Bigelow then settled into second over Geo Roeder II, Scott Parker, Kevin Varnes and Davis, and he held steady for three laps before falling to the pressure from Roeder, then Davis and Kevin Atherton, who had started on the third row.

"Early on, I was running a higher line that was working pretty good," Bigelow said. "In the middle of the race, every now and then somebody would just sneak on by me. I think I got a little frustrated and maybe got on the throttle a little hard."

Just two laps into the race, defending series champion Scott Parker's race was over. The Harley-Davidson Motor Company/AGV Helmets-sponsored Parker's hand shot into the air as he entered turn one, and the field screamed by as he coasted off the track on the back straight.

"When it rains, it pours," Parker said. "It felt good. I was just waiting for things to weed out, playing it conservative. The engine just started bogging down. It felt like it was going to seize. Probably something tied up, and it was over. I got off the race track, watched the race and then pushed it back to the pits."

Considering the fact that the track was a narrow notch, there was a lot of passing going on all through the field. With the ever-exciting Schaeffer's Harley-Davidson/Las Vegas Harley-Davidson-backed Roeder in second, Davis, Atherton, Bigelow, Varnes, Rich King, Willie McCoy, J.R. Schnabel and Kenny Coolbeth rounded out the top 10 at the five-lap mark. Davis was methodically working his way to the front.

"I was able to figure out some lines by watching the semi races," Davis said. "Getting into turn three down low, I was able to gain a lot of time down there."

Davis finally took the lead on the ninth lap and it was apparent Carr didn't have anything left with which to retaliate.

"We got out front and tried setting sail, but someone hooked on to me," Carr said. "Will was fast all night long, from practice on. I knew he was going to be tough to beat. He ran some really good lap times in the heat race, and I never got anywhere near them. We made a few adjustments to the bike, and we did the best we could tonight - (and) that was finish second."

Another rider moving up from deep in the pack was the Corbin Racing/Harley-Davidson Cycle Center of Waterloo-backed King, who charged all the way to third by the 16th lap.

"I don't know where I was the first lap - around 10th or so," King said. "I know I was a long way back. It seemed like I passed everybody but two. It was a good race for us. We learned some things again this week and got a podium finish. We're happy. I was really catching Chris. After I got into third, I was really closing for about two or three laps. I just seemed to get to a plateau to where I just couldn't advance anymore. I think a lot of it was the line I was run-

Will Davis (21) scored his first 750cc win of the year at the Route 66 Half Mile in Joliet, Illinois, giving him two wins for the season. Bryan Bigelow (11) led the race briefly, dropped back to sixth and ultimately finished fourth.

ning into turn three, and turn one was just heating up the tire too much. I think I just cooked the tire and didn't seem to have the drive the last five laps. All in all, we had a good run."

After dropping as low as sixth, Bigelow recovered to capture the best finish of his short career.

"About halfway through, I calmed down a little bit and started picking them off again," Bigelow said. "I think you need to be there a few times before you can actually win one. I know we were pretty close tonight. This is pretty unbelievable after last week, not making the main event."

Roeder made a strong run on a type of track that has never been his cup of tea.

"Not too bad," he said. "I can't complain. I was running second there for a while. I thought I was going to follow Carr around and maybe chase him down. Then ol' Davis went around me and kind of broke my concentration. I tried to get on the gas too hard and lost a few more positions. I kind of settled down and got back around Atherton, but then Bigelow got by me. I hung right there with Bigelow, so we did good. That's pretty good for a slick, old, nasty, dirty race track - for me, anyway."

Saddlemen Racing/Lancaster Harley-Davidson/Dodge Brothers/Varnes rode right on the edge of the lead pack but couldn't advance beyond sixth.

"I got to sixth, then I just couldn't get

any farther," Varnes said. "I was right there the whole time, then I'd try to go a little harder and mess up. I just eased into that position and stayed there. I tried some different lines, like Rich King's down low, but I couldn't run there. Basically I was riding the same line as Roeder and Bigelow. I couldn't gain anything there and there wasn't enough moisture to move any higher. I'd liked to have had a little bit better start. I didn't get the start I wanted. I was on the front row, but Parker and Atherton both came around."

Atherton must have gotten a hell of a start, as he was on the third row.

"This week was better - at least I could see the leader at the end," the BF/LAF/Michigan Harley-Davidson Dealers Association-backed Atherton said, puzzled by his seventh-place finish after slicing all the way to third early in the race. "We came from last and got up to third. We were really getting it on. I had made up a lot of ground on Will and Chris. Then, one lap, the bike went completely sideways coming off of two. We thought the tire was gone. The thing just wanted to do a doughnut in the middle of the race track. The tire looked great when we came in; the pressure stayed the same as when we went out for the main event. The bike's fine, it ran fine, the chassis is fine. I have no clue. I wasn't doing anything different; we were running good laps. The thing would just spin. It ran so good early on, and I made up so much ground, I just knew the worst I was going to do was third. I thought, 'Gosh, I've got a chance at winning this thing.' We were right there, and in the matter of a couple of laps we went from third to seventh or whatever. We're banging our head on the wall. I've got no clue."

Audiovox/Quaker State/Donahue Harley-Davidson's Brett Landes qualified for just his second "big bike" National in 1999 and made a strong showing. Landes was stuck in 15th position at the end of lap one, but he moved all the way up to an eighth-place finish.

"I thought I got a decent start, (but) I guess not," Landes said. "That outside line was working the first couple of laps, and I was able to move up on that group of about five guys. It took me a while to get around them. Once I got around them, I started working on Kevin. I just ran out of time."

Also a part of that big midpack war was Dave Burks Motorsports/Harley-Davidson of Missouri's Joe Kopp, who bounced around between 11th and eighth, finally landing in ninth.

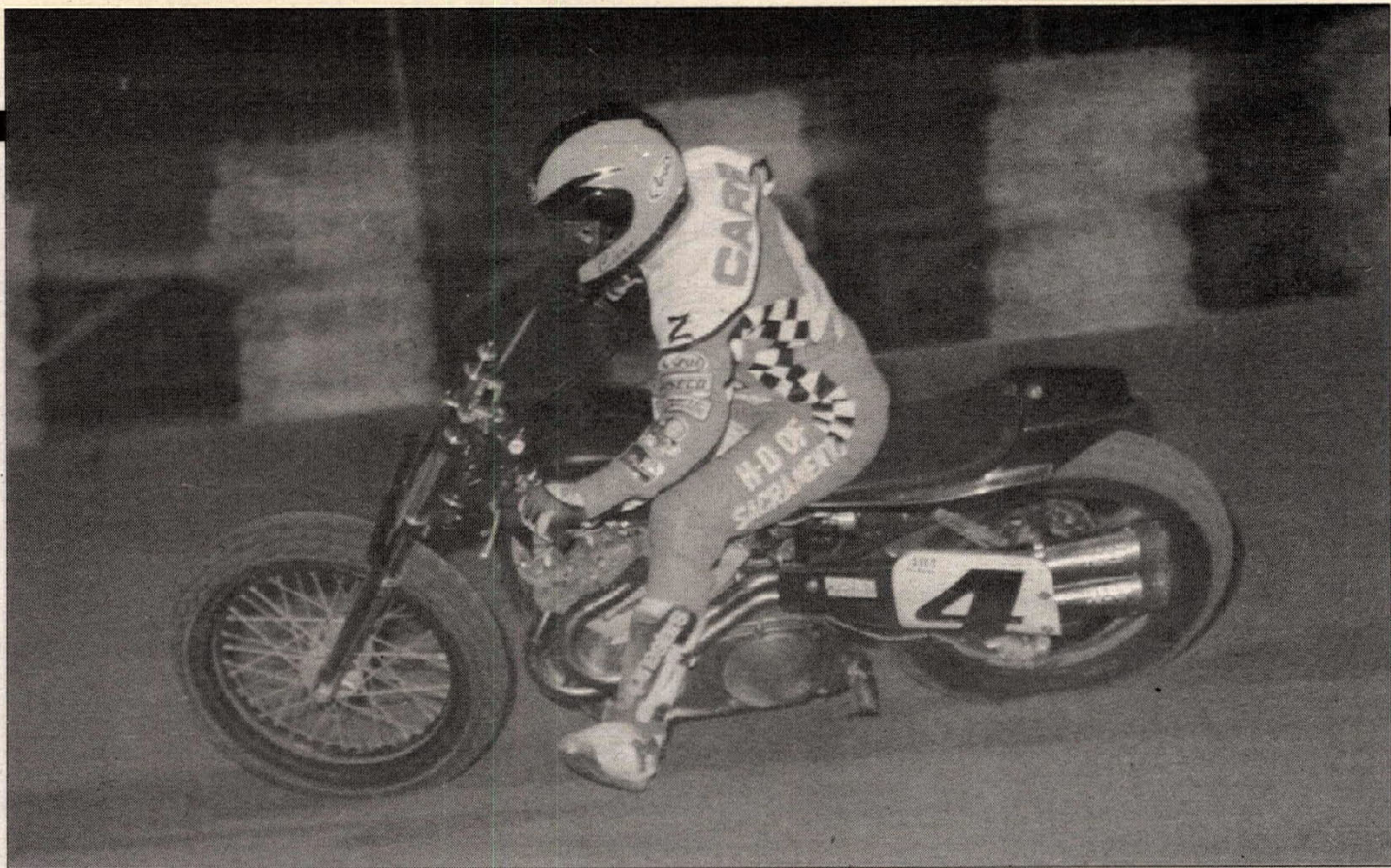
"I got into a real heated battle about midway with Schnabel and Coolbeth and Landes and I don't know who else," Kopp said. "There were a bunch of them, though. I was lucky to get out of that deal. Then Landes got by me a few of laps later. We had it working pretty good. It was just a slick track. I had a second-row start and didn't get a very good start. It was just a tough track. It's hard to go fast on this stuff."

Rounding out the top 10 was Team Powell/Sunoco/MSR's J.R. Schnabel, the Wisconsinite also embroiled in a battle that saw the pack hitting the turns four-wide at times. Steve Morehead, Shaun Russell, Coolbeth, Willie McCoy, Jay Springsteen, Johnny Murphree and Gary Rogers filled out the finishers.

HEATS

Fast qualifier Davis worked his way around KK Supply/F&S Harley-Davidson's Morehead and used a line just off the groove to gain a huge lead.

"I actually ran a little above the



(Above) Chris Carr was going for three in a row at Joliet, and were it not for a dialed-in Davis, he might have pulled it off. Carr wound up second, keeping his seasonlong streak of podium finishes alive.

(Right) Defending Route 66 champion Rich King "learned" a little more about his Corbin Racing Harley-Davidson this week, and he put it to good use, the lowan taking third in the feature.



groove, but our heat race was about six seconds faster than any one else's," Davis said after the heats were run. "It amazed me that no one else tried it in the rest of the heats. I figured Chris would go up there, but he stayed right on the bottom."

Morehead held off J.R. Schnabel for third as both went straight to the main. Russell got by Atherton as Atherton tried in vain to make a high line work. Both riders would have another opportunity in the semi.

The second heat was a dandy, as some of the young lions hooked up in an exciting race. Bigelow led Coolbeth, Mike Hacker and Jay Springsteen (they weren't all young lions) into the first turn. Springsteen slipped high and dropped to fifth behind Chris Evans. Bigelow and the Harley-Davidson of Missouri/Dave Burks Motorsports-sponsored Coolbeth dueled to the end, with Bigelow taking the close victory. Bartels' Harley-Davidson/Real McCoy's Springsteen recovered to take the last transfer from Hacker. Evans, Willie McCoy and Jaime Aguilar battled over starting positions in the semi.

A talent-loaded field to begin with,

the way the third heat ended was amazing. Carr led off the line, with Parker, King, Steve Beattie and Landes in tow. Carr establish a small lead as Parker and King kept Landes just out of a transfer. As close as the action was, it didn't appear as though anyone could force a change. Suddenly, as Carr finished the seventh lap, his Harley gasped, and all three of his pursuers rushed past. Carr was back under full power quickly, but looked to be semi bound. Steve Faraci's white flag greeted Parker, King, Landes and a fast-closing Carr, who went high into turn one and looked to have momentum on Landes. But Carr was far from satisfied and, entering turn three, he held it on way longer and blasted around everyone. Exiting turn four in the lead, Carr had gone from looking at a berth in a semi to a front-row start in the main. The exciting race left the crowd buzzing long after the bikes had headed to the pits. Parker and King were left with second and third.

"I had to do something," Carr said. "I didn't want to start the National from the back."

The early-race problem that caused the fantastic finish?

"The gas petcock got knocked off. Just one of those things."

As good as the last heat race was, it was almost anticlimactic after Carr's eye-popping move. Dan Butler led heat four away, with Roeder, Kopp, Jason Sentell and Varnes giving chase. Lap three saw Varnes slash from third to take the lead away from teammate Butler. One lap later, Roeder dropped Butler to third and started closing on Varnes. With two laps to go, Roeder took the lead from Varnes. While this was going on up front, Butler had been caught by Kopp. Butler lost his direct transfer on the white-flag lap and, along with Sentell and Steve Liberty, would have to ride a semi.

SEMIS

Coziahr Harley-Davidson/Buell/Buck/Memphis Shades' Johnny Murphree led the first semi off the line over Lonnie Kopp, Russell and Garth Bastian. Murphree pulled to a comfortable lead while a small war broke out over the last transfer spot. Russell pushed his Bartels' Harley-Davidson/Miller Electric of Houston-backed Harley into second, but Sentell was attempting to

recreate the high-line magic that put him in last year's main. It was not to be this year, despite the fact he held second on the last lap. Russell fought back and moved himself into the Grand National.

Atherton led the second semi all the way. Harley-Davidson of Dallas/Eagle Securities-backed Willie McCoy kept Butler at bay for eight laps, sending the Michigan rider to the van.

Landes led the last semi into the first turn over Brent Armbruster and Paul Lynch. Landes continued to lead at the end of the first lap over Lynch, Aguilar, Hacker and Armbruster. By the halfway point of the eight-lap race, Landes held the point over Hacker. Aguilar, Lynch and Gary Rogers appeared to be fighting over the \$410 third-place money with one lap left, but Hacker suddenly slowed, and the Rogers Lake Racing/Mitchell's Modesto Harley-Davidson-backed Rogers outfought Aguilar for the last seat in the main.

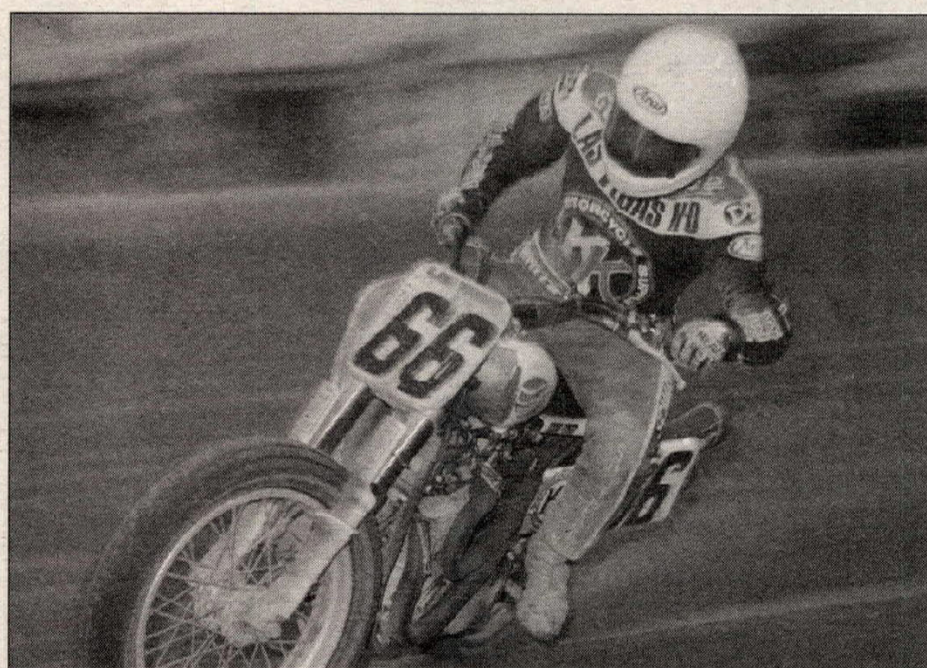
GRAND NATIONAL

Bigelow charged into turn one from the inside of the first row, while Carr started on the outside and carried more momentum through the turn to grab the lead at the end of lap one.

"I'm not known for my good starts, but that was a pretty good one," Bigelow said. "I just tried to keep as cool a head as I could, and if someone got by me, I tried to stay calm. I'm not Scott Parker, Chris Carr or Will Davis yet, but we're trying to learn from them."

After leading the first lap, Carr looked to be in position to pull away, but it never happened.

"Early on, the bike was working good," Carr said. "Later, as the track went away, my setup went away, and I struggled. The bike was sliding around



(Above) Aside from Carr, Geo Roeder II seems to be the most consistent rider on the circuit this season. Roeder ran as high as second before slipping back to fifth, thus posting another top-five finish.

(Right)

The Joliet round marked the return of the wild and fast Johnny Murphree. The former Rookie of the Year, who has been sidelined with injuries since the Harrington Half Mile, made the main event and finished 15th.

quite a bit, but it was controllable. It wasn't violent. I did the best I could, but Will was just yanking me off the turns. I tried running with him, but it just made it worse. I just wanted to find a place where I felt like I could get a decent



drive and keep the wheels in line. I was running a bit wider line than Will was, and every time I tried to go down lower where he was going into the corners, I'd just get really sideways in the middle."

Roeder's race fell apart slightly after he lost second to Davis on lap seven.

"I was hoping they would put a little water down before the main event," Roeder said. "I thought that would keep the top open a little longer, it was drying out so fast. That's the way it goes. I'm really happy with fifth. I thought it would be a struggle here all day. Last year we didn't even make the main here. The bike worked good right from the get-go. Chico's been working hard, and the bikes are running good. This is about as consistent as I've been since... I've never been this consistent."

At the halfway point, the midpack battle contained Kopp, Coolbeth, McCoy, Schnabel and Landes. The racing was fierce.

"It was just as slick up high as it was down low. You could go three and four abreast, like we were, pretty easy," Kopp said. "The bottom had a little bit better traction, but you could get a better drive off the top. You would lose ground going into the turns but could make up for it coming out. That's what made it interesting - the passing was something. Somebody would pass me going in, then I'd get a drive coming out. You just never knew who it was going to be. If you were going fast, you could pass."

Landes was moving up the whole race and really enjoying his newfound success.

"It's been so long since I've raced 25 laps, I thought it would seem like forever," Landes said. "I never saw the halfway (flags), but when I saw the five-to-go, I wasn't even tired. I was really feeling good. It's been such a long drought. I'm just happy to be back in the main. The last couple of months, we've had some problems, but I think we'll be ready for Oklahoma City."

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL

J.R. Schnabel captured the first HDSP heat over series points leader Gary Rogers and Shaun Russell. Russell was able to grab second on the last lap. The Tryce Welch/Widman's Harley-Davidson-backed Schnabel's heat win was the fastest of the night.

James Hart, Chris Hart and Tim Eades also moved along to the main.

Briefly...

Chris Carr is redefining the word consistency. Carr has finished no worse than third in any of the first seven races and now holds a 44-point lead over Scott Parker and Kevin Atherton. Carr realized his good fortune at Joliet, where defending champion Parker went to the sidelines with a mechanical problem. "It's a tough break for Scotty," Carr said. "I've been there before. I know how it feels. That's a tough thing for him. It always sucks to have a mechanical failure. I bet nobody feels worse than Bill Werner right now. When I realized I didn't have anything for Davis, I backed off. At that point, I didn't know Parker had broke, but I knew I needed to beat number one. (Number) 21 wasn't the guy to worry about in the points yet. Now he's getting closer. Whoever is in second in the points, that's who I've got to beat."

For the second year, **dust** was a major problem. Practice had to be halted several times due to lack of visibility. With the track being hard-packed, watering did little to solve the problem. "We've been trying to get chemicals into the track for two weeks, but the track owners would not allow it," event coordinator Mike Farley said. "Our hands were pretty well tied. I know what this track could be, but we have to be able to prepare it."

Most of the **riders voiced displeasure** with the track's condition. "They're all race tracks, and we all have to go to the same place and deal with the same problems, but tonight was a bad deal," Kevin Atherton said. "We really appreciate the fans that did stick around tonight. We know how good a fan they are. To have such a beautiful facility and then have to put up with this kind of surface - it's a shame."

A couple of riders returned to the Harley-Davidson Sportster Performance Series, one successfully, the other not so. Former series

champion **Dave Camlin** had his return short-circuited while leading his qualifying heat. His 4&6 Cycle Sportster's rear wheel locked up entering turn one. Camlin high-sided and was body-slammed in turn three. Camlin was able to return and ride his Gardner Racing Harley in the Grand National program. A ninth in the third semi ended his night. **J.R. Schnabel** ended up on the injured Stephanie Welch's Widman's Harley. Welch had turned the bike over to fellow Pro-Sport rider Tom McGrane, but McGrane was tied up at the Amateur Nationals. Schnabel went on to set fast heat time and nab a second-place finish in the main.

Scott Parker got a little help from his friends. After watching the finish of the race from the back straight, Parker was pushing his broken Harley home. "I got a boost from Kevin Varnes; then Kenny Coolbeth pushed me the rest of the way in," Parker said. "That's life in the city. There's still a lot of season left." Parker probably would rather have had Varnes and Coolbeth beat Carr in the race.

Will Davis had almost a perfect day. "The first part of the day, dry, slick, wet, it didn't make any difference," Davis said. "The bike worked great. Everything was perfect. That's the way they are - when you win, it seems like those are the easiest days. I'm pretty happy. We're ready for the rest of them now," said Davis. "In practice, I could tell what the other guys were doing, and when I rode our spare bike, I was having the same problems they were. There was water just off the groove in the heat race. If they had wet it before the main event, I think it would have been better yet. I would have moved up there again. It surprised me that they didn't water the track before the main."

Coziahr Harley-Davidson's **Johnny Murphree** returned for the first time since his crash in Harrington, Delaware, on May 8. After struggling early - last in his qualifying heat and eighth in his regular heat - the youngster solidly won his semi before finishing off his night with a 16th in the Grand National.

really hard to make up time here. I felt kind of relieved when Schnabel and Stump jumped the start. I knew those guys were going fast. I just wanted to get a good start and ride my own race."

By the second lap, Schnabel had flown into second, but that's as close as he would come to his second HDSP National win. McCoy held on to the lead for the full 12 laps.

"I started thinking about looking back, but I told myself, 'Don't do that, just go!'" McCoy said. "I didn't know who was behind me. I figured it was Shawn or somebody. I knew J.R. would be coming, but I didn't think he would get up there that quick."

Rogers held on for third over his chief points rival, Russell. Billy Martin worked his way around Nate Wait at the midway point for fifth. **CN**

Route 66 Raceway

Joliet, Illinois

Results: July 10, 1999 (Round 8 of 21)

HEAT 1 (10 laps; 13 riders, top three transfer): 1. Will Davis (H-D); 2. Steve Morehead (H-D); 3. J.R. Schnabel (H-D); 4. Shaun Russell (H-D); 5. Kevin Atherton (H-D); 6. Brent Armbruster (H-D); 7. Garth Bastian (H-D); 8. Jerry Vanderkooi (H-D); 9. Tim Eades (H-D); 10. Victor McAnally (H-D); 11. Jim Sumner (H-D); 12. Steve Gill (H-D); 13. Bret Beyer (H-D).
Time: 3 min., 41.683 sec.

HEAT 2 (10 laps; 13 riders, top three transfer): 1. Bryan Bigelow (H-D); 2. Ken Coolbeth Jr. (H-D); 3. Jay Springsteen (H-D); 4. Mike Hacker (H-D); 5. Chris Evans (H-D); 6. Willie McCoy (H-D); 7. Jaime Aguilar (H-D); 8. Lonny Kopp (H-D); 9. Bob Knapp (H-D); 10. Dan Stanley (H-D); 11. Dave Rayburn (H-D); 12. Joey Brock (H-D); 13. Mike Varnes (H-D).
Time: 3 min., 47.344 sec.

HEAT 3 (10 laps; 13 riders, top three transfer): 1. Chris Carr (H-D); 2. Scott Parker (H-D); 3. Rich King (H-D); 4. Brett Landes (H-D); 5. Steve Beattie (H-D); 6. Ken Yoder Jr. (H-D); 7. Paul Lynch (H-D); 8. John Nickens III (H-D); 9. Kyle Long (H-D); 10. Wade Camlin (H-D); 11. Randy Shank II (H-D); 12. Devon Pritchard (H-D); 13. Gary Rogers (H-D).
Time: 3 min., 49.000 sec.

HEAT 4 (10 laps; 14 riders, top three transfer): 1. Geo Roeder II (H-D); 2. Kevin Varnes (H-D); 3. Joe Kopp (H-D); 4. Dan Butler (H-D); 5. Jason Sentell (H-D); 6. Steve Liberty (H-D); 7. Dale Jenneman (H-D); 8. Johnny Murphree (H-D); 9. Dave Camlin (H-D); 10. Shawn Clark (H-D); 11. Billy Martin (H-D); 12. Paul Bergstrom (H-D); 13. Chris Boone (H-D); 14. Kevin Olliges (H-D).
Time: 3 min., 46.617 sec.

SEMI 1 (8 laps; 13 riders, top two transfer): 1. Johnny Murphree (H-D); 2. Shaun Russell (H-D); 3. Jason Sentell (H-D); 4. Chris Evans (H-D); 5. Lonny Kopp (H-D); 6. Garth Bastian (H-D); 7. Dave Rayburn (H-D); 8. Ken Yoder Jr. (H-D); 9. Billy Martin (H-D); 10. Victor McAnally (H-D); 11. Kyle Long (H-D); 12. Devon Pritchard (H-D); 13. Bret Beyer (H-D).
Time: 3 min., 01.387 sec.

SEMI 2 (8 laps; 14 riders, top two transfer): 1. Kevin Atherton (H-D); 2. Willie McCoy (H-D); 3. Dan Butler (H-D); 4. Steve Beattie (H-D); 5. John Nickens III (H-D); 6. Shawn Clark (H-D); 7. Jerry Vanderkooi (H-D); 8. Randy Shank II (H-D); 9. Bob Knapp (H-D); 10. Joey Brock (H-D); 11. Jim Sumner (H-D); 12. Dale Jenneman (H-D); 13. Chris Boone (H-D); 14. Kevin Olliges (H-D).
Time: 2 min., 59.087 sec.

SEMI 3 (8 laps; 14 riders, top two transfer): 1. Brett Landes (H-D); 2. Gary Rogers (H-D); 3. Jaime Aguilar (H-D); 4. Paul Lynch (H-D); 5. Mike Hacker (H-D); 6. Mike Varnes (H-D); 7. Brent Armbruster (H-D); 8. Dan Stanley (H-D); 9. Dave Camlin (H-D); 10. Steve Liberty (H-D); 11. Paul Bergstrom (H-D); 12. Tim Eades (H-D); 13. Wade Camlin (H-D); 14. Steve Gill (H-D).
Time: 3 min., 03.383 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Will Davis (H-D); 2. Chris Carr (H-D); 3. Rich King (H-D); 4. Bryan Bigelow (H-D); 5. Geo Roeder II (H-D); 6. Kevin Varnes (H-D); 7. Kevin Atherton (H-D); 8. Brett Landes (H-D); 9. Joe Kopp (H-D); 10. J.R. Schnabel (H-D); 11. Steve Morehead (H-D); 12. Shaun Russell (H-D); 13. Ken Coolbeth Jr. (H-D); 14. Willie McCoy (H-D); 15. Jay Springsteen (H-D); 16. Johnny Murphree (H-D); 17. Gary Rogers (H-D); 18. Scott Parker (H-D).
Time: 9 min., 21.801 sec.

AMA GRAND NATIONAL DIRT TRACK SERIES POINTS STANDINGS (After 8 of 21 rounds): 1. Chris Carr (151/2 wins); 2. (TIE) Scott Parker (1); Kevin Atherton (1) (107); 4. Will Davis (102/2); 5. Rich King (99/1); 6. Jay Springsteen (76/1); 7. Geo Roeder II (72); 8. Bryan Bigelow (69); 9. Joe Kopp (68); 10. Kevin Varnes (56); 11. (TIE) Ken Coolbeth Jr./Nicky Hayden (50); 13. Steve Morehead (41); 14. Dan Butler (39); 15. Mike Hacker (38); 16. Brett Landes (37); 17. Shaun Russell (36); 18. Terry Poovey (34); 19. Steve Beattie (31); 20. J.R. Schnabel (30).

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL (12 laps; 17 riders): 1. Willie McCoy; 2. J.R. Schnabel; 3. Gary Rogers; 4. Shaun Russell; 5. Billy Martin; 6. Nate Wait; 7. Brian Kromroy; 8. Scott Stump; 9. Rob Miller; 10. James Hart; 11. Tim Eades; 12. Paul Bergstrom; 13. Kyle Long; 14. Chris Hart; 15. Al Eadie; 16. Paul Normandin; 17. Michelle DiSalvo.

Time: 4 min., 39.589 sec.

AMA HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES POINTS STANDINGS (After 5 of 15 rounds): 1. Shaun Russell (91/1 win); 2. Gary Rogers (90/2); 3. Willie McCoy (86/1); 4. Rob Miller (54); 5. Billy Martin (53); 6. James Hart (44); 7. (TIE) Brian Kromroy/Nate Wait (37); 9. Tim Eades (32); 10. Paul Bergstrom (31); 11. (TIE) Michelle DiSalvo/Scott Stump (30); 13. George Richtmeyer (26); 14. Jason Fletcher (24); 15. Jess Roeder (23/1); 16. Paul Normandin (22); 17. Joe Eades (21); 18. J.R. Schnabel (19); 19. Rob Gette (17); 20. (TIE) Yuhiko Hirao/Paul Morgan III (15).

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Ferry's Summercross tale



By Geoff Meyer

Photos by Mitch Friedman and Meyer

LOS ANGELES, CA, JULY 10

Tim Ferry rode the last two laps of the Los Angeles Coliseum Summercross with his heart rate soaring and his mind in tatters. Yet the Chaparral Yamaha rider kept it all together to hold off six-time Supercross Champion Jeremy McGrath to win \$20,000 from the total \$103,000 purse that was up for grabs at the inaugural Summercross race.

"I was really nervous," Ferry said. "I was going through the Peristyle and was breathing really hard. I was really nervous."

McGrath, who many were predicting would easily pocket the money, especially since just about all of the top factory riders did not appear, was in fact leading the final with only two laps to go when he hit a rut in the track and went down.

"I felt good all night; I didn't even have to ride hard in the previous races," McGrath said. "Then, coming into the mine-field section of the course, I got my front wheel stuck in a rut and fell."

McGrath remounted quickly enough to hold on to second place and even pulled up to Ferry with several corners remaining, only to have another mistake cost him any last chance at the win.

"I thought, 'You better go and get him,'" McGrath said. "Then I got onto his back wheel and thought I had him, but another small mistake took that chance away."

Ferry, who many were expecting to back up his fellow Chaparral team rider on the rostrum, instead became the winner of the first Summercross race, and Ferry was more than happy with that.

"When I saw Jeremy down on the track, I thought this is my chance to make history," Ferry said. "Any time you can beat Jeremy McGrath, you can feel good about yourself, and to win the first-ever Summercross is special."

In the 125cc class, Primal Impulse Suzuki's David Pingree scored the win over Yamaha rider Greg Schnell and KTM rider Andy Harrington.

In front of a claimed 33,000 spectators, the first-ever Summercross race began with an explosion of fireworks and the sound of America's National anthem. With a mixture of 125 and 250cc races, as well as a demonstration by wheelie king Doug Domokos and a Freestyle exhibition, the 1999 Summercross was anything but a failure. Also, with a total purse of \$103,000, all the riders in attendance were rubbing their hands with expectations.

What was perhaps a little puzzling, though, was the noninclusion of several of the top supercross and National riders. Of course, superstars such as Sebastien Tortelli, Greg Albertyn, Ezra

Tim Ferry put his Mazda/Chaparral Yamaha YZ250 into the winner's circle at the inaugural Summercross main event at the Los Angeles Memorial Coliseum.



(Left) Ferry's teammate, six-time Supercross Champion Jeremy McGrath, was "supposed" to have won it all and probably would have had he not crashed while leading two laps from the end. He still finished second. (Right) Mike Craig grabbed fourth on his Team Pro-Am Kawasaki. (Below) Kawasaki of Mexico's Pedro Gonzalez (7) finished third in the final.



Lusk and Kevin Windham were not expected to ride, as they are all locked up tight in a points battle for the 250cc AMA outdoor National Championship, yet the fact that some of the nonchampionship contenders did not enter had even McGrath wondering.

"I'm not sure what the riders are thinking," McGrath said. "This race will bring in extra dollars for the competitors, and it's a free weekend from the Nationals. This is a big race, no doubt about it."

Of course, the situation of teams claiming there are too many races in this year's supercross and motocross championships most likely had something to do with the poor turnout of National-caliber riders.

HEATS

The Summercross format was slightly different than that of traditional supercross events held at the Coliseum as of late. Four heat races were run, with just the winner advancing straight to the main event. Following the heat races were two semis, from which the top six riders transferred to the final, making it a 16-rider field for the 20-lap main event.

The night's racing commenced with McGrath taking the win in the first 250cc heat race. McGrath showed everyone just why he is a five-time supercross champion, as he rode to the front of the pack going into the first corner and just took off from his rivals.

"I did not need to do too much," McGrath said. "It (the track) is not too difficult out there, and it's better that way. If it was too difficult, it would only be good for me. Now we all can race on it, it makes it much more even."

In second place was Ferry, who finished ahead of Kawasaki-mounted Mike Craig, Ryan Clark and Jiri Dostal.

Ferry, who had crashed in Friday's practice session, was happy to get past his heat race.

"I was sore from the crash yesterday,



so the extra laps in the semi will help me out," Ferry said. "I was pretty sore. I hurt my back and neck and ankle. I crashed on the triple. It was really big yesterday, and I tried to get over it and ran too hard into the next section after the triple and crashed. I'll be okay for the semi, though."

The second of the 250cc heats went to Tyler Evans, who finished ahead of Takeshi Koikeda, Robbie Skaggs, Rich Taylor and Jeff Pestana. Evans looked

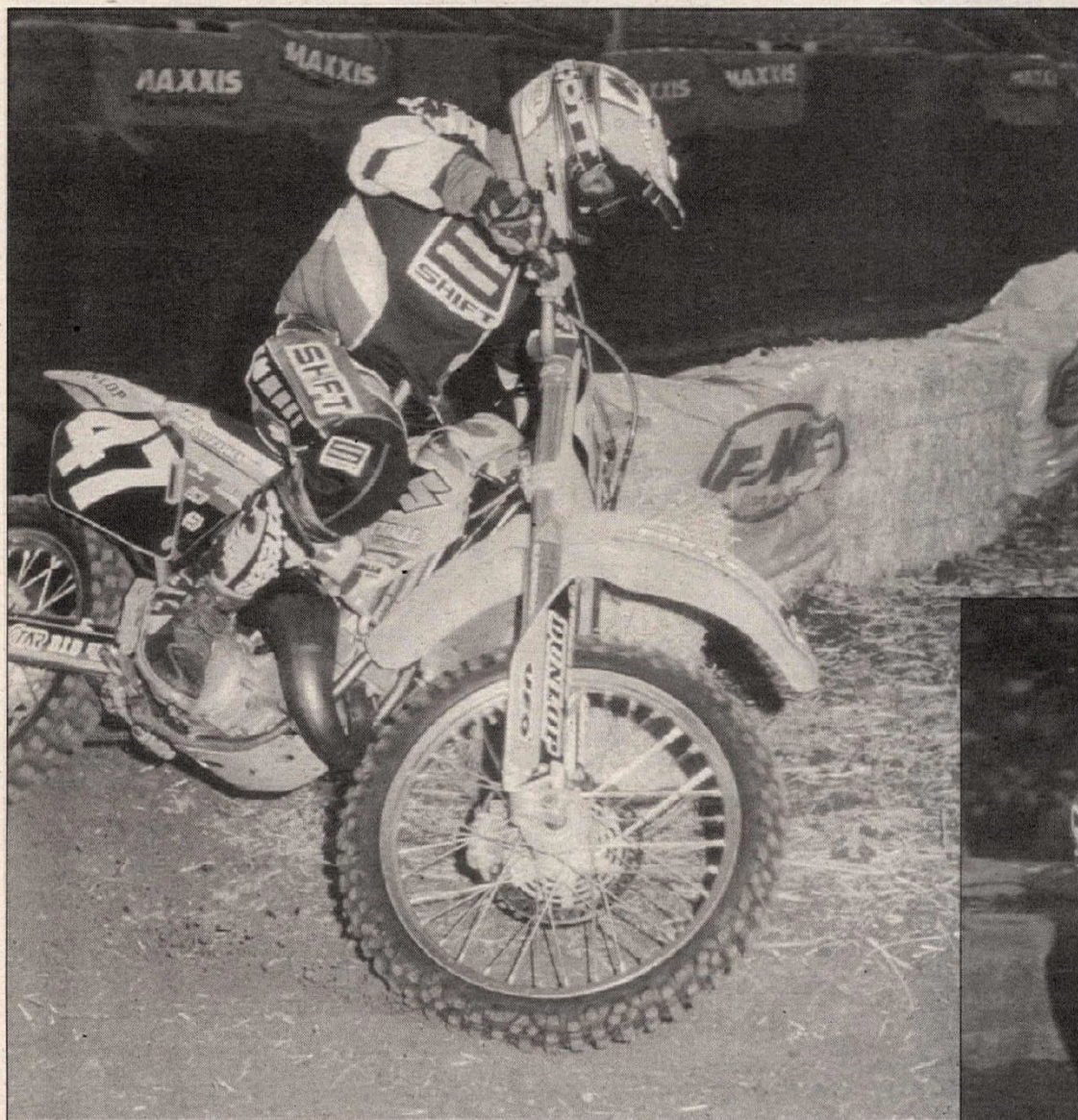
sharp with his win, and later in the night he would even give McGrath some concern.

Kyle Lewis powered his Suzuki machine into the lead in the third 250cc heat race, winning handily over Buddy Antunez, Bobby Bonds, Pedro Gonzalez and former Grand Prix rider Mike Healy, who had at one point in the race led for quite some time.

Lewis said he felt good on the Coliseum track.

"I just went wide on the first corner and Healy got under me," Lewis said. "I then slid into him for the pass. I don't like doing that, so I'm sorry for that. The track is very narrow, not a lot of rhythm to it. On this track, you don't want to make a mistake. Everyone is equal on this track."

The fourth and last heat race for the 250cc machines went to Shaun Perolio, who finished ahead of Jim Povolny, Donald Upton, Travis Hodges and Shane Trittler.



(Left) Primal Impulse Suzuki's David Pingree (47) dominated the 125cc class, winning his heat race, Dash For Cash, and the 125cc main event. Greg Schnell took runner-up honors. (Right) With the win, Ferry pocketed \$20,000 of the \$103,000 purse. (Below) Kyle Lewis took time out from racing in Japan to compete at the Summercross. He won his heat race but faltered in the main.



SEMIS

With the winners of the heats already into the final, it was up to Ferry to show if he had in fact recovered from his Saturday adventure. He proved that he was okay with a win ahead of Koikeda, Craig, Taylor and Dostal.

"I felt okay," Ferry said. "It was important to not make any mistakes. The track is a little slippery and if you make a mistake on this track, it's difficult to get your place back."

The second semi went to Gonzalez, ahead of Antunez, Bonds, Povolny and White Brothers Yamaha four-stroke rider Spud Walters. Gonzalez was happy with his win.

"I'm thinking about the money in the final," Gonzalez laughed. "I can get a top-three place for sure. The track is not difficult, so we all have a chance to win something."

FINAL

This was the race everyone had been waiting for. The riders were hungry for the large purse, and the claimed 33,000 spectators wanted to see if McGrath could capture his first win on the legendary L.A. Coliseum track.

Out of the start, it was Gonzalez who took the early lead, although his moment out in front lasted just 20 feet before McGrath burst out of the first corner and into the lead.

"I had an inside line," Gonzalez said. "Everyone went wide, and I went up the inside. Then, going over the first jump - just after the first corner - McGrath came by me like a rocket."

McGrath was not about to give his rivals any chances and he quickly took advantage of the situation.

"I drifted wide - in fact, just about everyone did," McGrath said. "Then, once I got by Gonzalez, I really tried to get some time on the others."

Back in the pack came Taylor, Craig, Ferry, Koikeda, Antunez, Povolny, Skaggs and Evans, in that order.

McGrath's strategy was working as planned, as he pushed his Mazda/Chaparral Yamaha YZ250 into a commanding lead. At one point, McGrath held five seconds over Gonzalez, who was starting to feel some pressure from Ferry.

"I felt good in second place," Gonzalez said. "Ferry was riding hard. He ended up getting by on a short straight. From then on, I just wanted third place."

Once into second place, Ferry started to make some time on McGrath.

"I was riding the fast lines - without a doubt," Ferry said. "I could see Jeremy up ahead of me, and I figured if I just stayed on my own pace, I could at least stay with him."

McGrath seemed sure, though, to get the win. Then with just two laps remaining, it all went wrong for him.

"I was riding not too hard and taking some good lines," McGrath said. "Then I came over a small jump and landed into a rut. It just spit me off. I tried to get up quickly, but Tim was already onto me. I then pushed really hard to get him back. He was riding fast, though, and while I did get close, I could not get him."

Ferry, on the other hand, was feeling the pressure from behind, and with \$20,000 going to the winner, the new Chaparral team rider was getting excited.

"When I saw Jeremy go down, I really started thinking about the chance to win this thing," Ferry said. "I was riding the good, fast lines and knew if I kept doing that, he could not pass me. This track was slippery and really one-lined, so I just kept my own pace for the win."

McGrath rode across the finish line in second, followed by Gonzalez, Craig and former Loretta Lynn's 60cc Minicycle

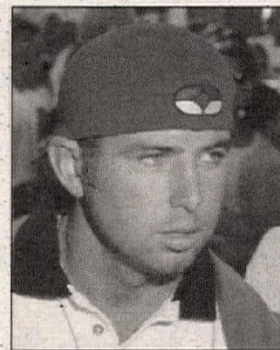


Briefly...

Visiting Jeremy McGrath during the Summercross was actor **Matt Le Blanc** of the television series "Friends." The two chatted for about an hour prior to the night's racing action, and then they posed for pictures and signed autographs for the crowd.

Jeremy McGrath (below) will not race any more events until the Fastcross in Italy, September 19. "I will only do races in Europe and the two supercrosses in the United States, in October and November," he said. McGrath's schedule is like this: Following the Fastcross, he'll compete at the Sheffield Supercross on October 16; the U.S. Open in Las Vegas on October 10; and then the World Supercross Series rounds, which includes the Pasadena (California) round on November 20. He'll also attend several other major European Supercross events, including the Bercy SX in Paris, in November.

Sebastien Tortelli will race the Luxembourg 250cc GP on August 8, according to sources in France. The French rider will line up against Stefan Everts and Mickael Pichon, both of whom will be making their first appearances of the series. Everts has been out of action due to injury, and Pichon will be making his '99 debut with Suzuki after starting off the year with Honda in America.



The promotional side of the Summercross event ended up in the red. The event was hoping to draw at least 39,000 spectators to break even, but with only 28,000 paying customers, the race lost money. The event's promoter, **Steve McLaughlin**, however, will also be promoting a Monster Truck event the following weekend at the Coliseum and is hoping to make a recovery off that event. "I hope to get the loss back at that," McLaughlin said. "I must say, though, the Summercross is here to stay - you can count on that."

Doug Dubach pulled out of the Summercross after injuring his ankle while practicing on the Yamaha supercross practice track earlier in the week. Dubach hopes to be back in action in time to defend his World Veteran Championship title later on in November.

Jeremy McGrath says he's still bringing in the bucks despite cutting back on his racing. "You know, I'm really excited to race," McGrath said. "I'm making more money, though, not racing. If I was winning every round of the outdoor Nationals, I would still be short of what I can earn doing other stuff." What McGrath is talking about is his involvement with his new computer game, his soon-to-be released advertisement with

Mountain Dew, and, of course, his involvement with Mazda. "It's taken me a lot of hard work to get where I can do that," McGrath said. "I can tell ya, though, that I haven't had too much time to party while I've been out of racing."

Champion Bobby Bonds, from Maricopa, California, who was making his first major appearance in the 250cc class.

Arenacross champion Buddy Antunez finished up in third, ahead of Tyler Evans and Rich Taylor.

The 125cc riders were also racing for big cash, and it was Primal Impulse Suzuki's David Pingree who took home most of the loot. Pingree led home a pair of Yamaha riders - Greg Schnell and Andy Harrington - in what was a seemingly easy win for the Suzuki rider.

Pingree pretty much won everything in sight at the Coliseum. He rode to victory in his heat race, topped the Dash For Cash race, and then capped off the night with the main-event victory.

"I'm happy for sure," Pingree said. "The track was not difficult - then again, we had not ridden supercross for a while, and it was better for everyone that it was not too difficult."

The 125cc heats got under way with Pingree winning ahead of Preston, Harrington, Levi Reid and Mark Tilley.

Heat number two went to Schnell, followed by Kelly Smith, Mike Young, Ivan Tedesco and Danny Carlson.

With the top riders already through to the final, the single 125cc Semi race would decide the rest of the main-event qualifiers, and it was John Sereika who scored the win, ahead of Gio Tedesco and Jeremy Chaussee.

Pingree had no problems racing away to victory in the main event. The Primal Impulse Suzuki rider took the win over Schnell, with Harrington taking third. Tedesco and Jimmy Varis rounded out the top five.

Los Angeles Memorial Coliseum
Los Angeles, California
Results: July 10, 1999

250 HEAT 1 (5 laps, winner transfers to main): 1. Jeremy McGrath (Yam); 2. Tim Ferry (Yam); 3. Mike Craig (Kaw); 4. Ryan Clark (Kaw); 5. Jiri Dostal (Suz); 6. Mat Bateman (Suz); 7. Cory Keeney (Hon); 8. Ty Kady (Yam); 9. Ray Sommo (Hon); 10. Isaiah Johnson (Yam).

250 HEAT 2 (5 laps, winner transfers to main): 1. Tyler Evans (Suz); 2. Takeshi Koikeda (Yam); 3. Robbie Skaggs (Suz); 4. Rich Taylor (Suz); 5. Jeffrey Pestana (Suz); 6. Billy Binckley (Yam); 7. Mike Chamberlain (Hon); 8. Chris Neitzel (Hon); 9. Grant Steele (Hon); 10. Tim Langton (Yam).

250 HEAT 3 (5 laps, winner transfers to main): 1. Kyle Lewis (Suz); 2. Buddy Antunez (Suz); 3. Bobby Bonds (Yam); 4. Pedro Gonzalez (Kaw); 5. Mike Healy (Kaw); 6. Spud Walters (Yam); 7. Erik Anderson (Hon); 8. Frankie Mecono (Hon); 9. Tony Amaradio (Yam); 10. Jerry Aleman (Hon).

250 HEAT 4 (5 laps, winner transfers to main): 1. Shaun Perolio (Kaw); 2. Jim Povolny (Yam); 3. Donald Upton (Hon); 4. Travis Hodges (Kaw); 5. Shane Trittler (Yam); 6. Jason Dubin (Suz); 7. Joel Albrecht (Kaw); 8. Ray Crumb (Yam); 9. Robbie Horton (Yam); 10. Monte Montague (Yam).

250 SEMI 1 (1-6 transfer to main): 1. Tim Ferry (Yam); 2. Takeshi Koikeda (Yam); 3. Mike Craig (Kaw); 4. Rich Taylor (Suz); 5. Jiri Dostal (Suz); 6. Cory Keeney (Hon); 7. Jeffrey Pestana (Suz); 8. Mike Chamberlain (Hon); 9. Mat Bateman (Suz); 10. Billy Binckley (Yam); 11. Ryan Clark (Kaw); 12. Robbie Skaggs (Suz); 13. Chris Neitzel (Hon); 14. Ty Kady (Yam); 15. Ray Sommo (Hon).

250 SEMI 2 (1-6 transfer to main): 1. Pedro Gonzalez (Kaw); 2. Buddy Antunez (Suz); 3. Bobby Bonds (Yam); 4. Jim Povolny (Yam); 5. Spud Walters (Yam); 6. Mike Healy (Kaw); 7. Shaun Perolio (Suz); 8. Travis Hodges (Kaw); 9. Joel Albrecht (Kaw); 10. Jason Dubin (Suz); 11. Frankie Mecono (Hon); 12. Erik Anderson (Hon); 13. Grant Steele (Hon); 14. Shane Trittler (Yam); 15. Ray Crumb (Yam).

250 MAIN (20 laps): 1. Tim Ferry (Yam); 2. Jeremy McGrath (Yam); 3. Pedro Gonzalez (Kaw); 4. Mike Craig (Kaw); 5. Bobby Bonds (Yam); 6. Buddy Antunez (Suz); 7. Tyler Evans (Suz); 8. Rich Taylor (Suz); 9. Donald Upton (Hon); 10. Ryan Clark (Kaw); 11. Takeshi Koikeda (Yam); 12. Jiri Dostal (Suz); 13. Kyle Lewis (Suz); 14. Cory Keeney (Hon); 15. Spud Walters (Yam).

125 HEAT 1: 1. David Pingree (Suz); 2. Travis Preston (Suz); 3. Andy Harrington (Yam); 4. Levi Reid (Yam); 5. Mark Tilley (KTM); 6. Jimmy Varis (Suz); 7. Jeremy Chaussee (Hon); 8. John Sereika (Yam); 9. Oscar Valdez (Yam).

125 HEAT 2: 1. Greg Schnell (Kaw); 2. Kelly Smith (KTM); 3. Mike Young (Yam); 4. Ivan Tedesco (Yam); 5. Danny Carlson (Yam); 6. Gio Tedesco (Yam); 7. Jesse Bath (Suz); 8. Brandon Morgan (Hon); 9. Andreu Labrador (Yam).

125 SEMI: 1. John Sereika (Yam); 2. Gio Tedesco (Yam); 3. Jeremy Chaussee (Hon); 4. Ivan Tedesco (Yam); 5. Jesse Bath (Suz); 6. Mark Tilley (KTM); 7. Andreu Labrador (Yam); 8. Danny Carlson (Yam); 9. Oscar Valdez (Yam); 10. Jimmy Varis (Suz).

125 MAIN: 1. David Pingree (Suz); 2. Greg Schnell (Kaw); 3. Andy Harrington (Yam); 4. Ivan Tedesco (Yam); 5. Jimmy Varis (Suz); 6. John Sereika (Yam); 7. Gio Tedesco (Yam); 8. Jeremy Chaussee (Hon); 9. Andreu Labrador (Yam); 10. Oscar Valdez (Yam); 11. Jesse Bath (Suz); 12. Danny Carlson (Yam); 13. Mark Tilley (KTM); 14. Levi Reid (Yam); 15. Mike Young (Yam).

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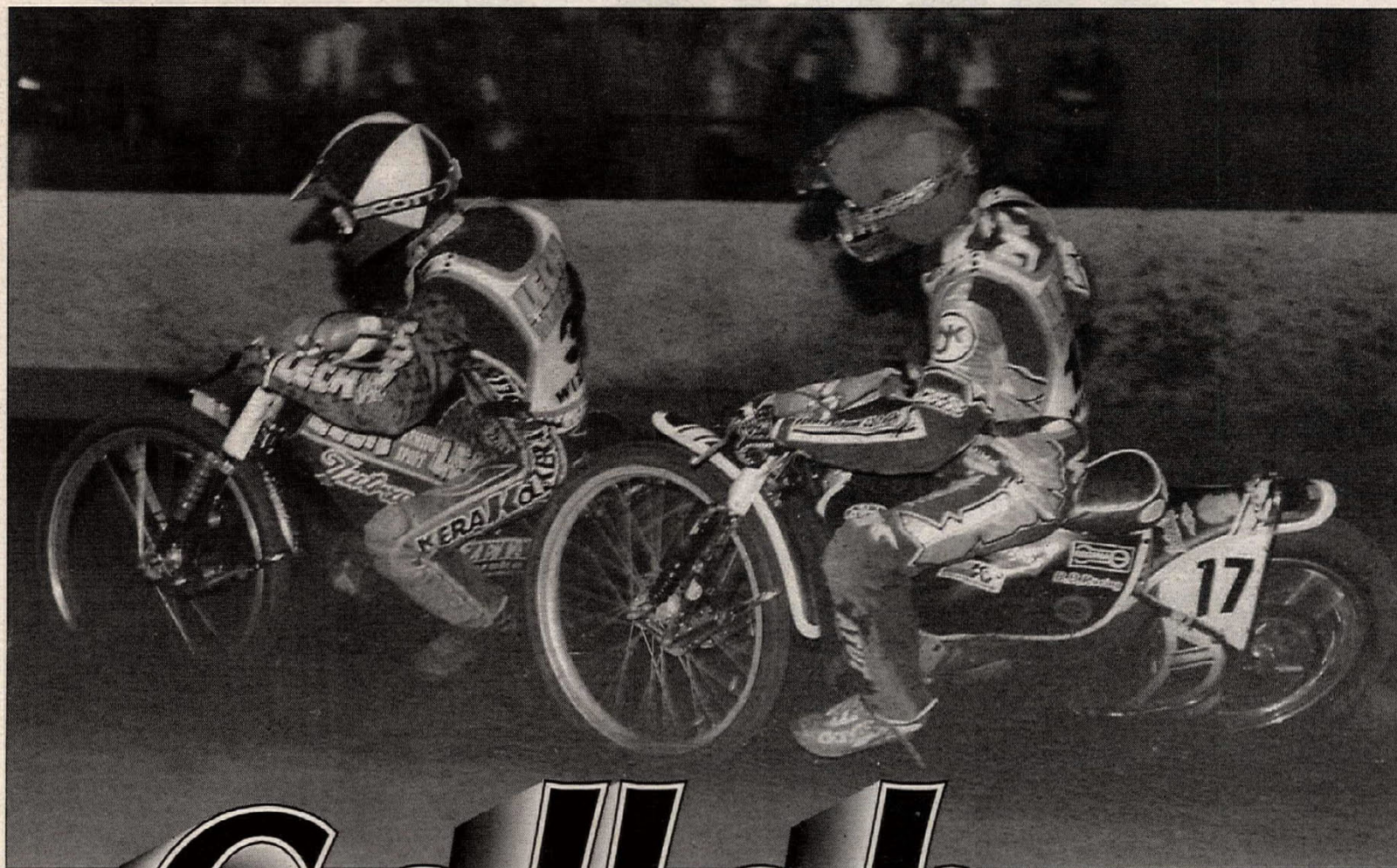


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(Left) Tomasz Gollob (left), shown here leading Stefan Danno (right), brought the house down in his home country when he put a brilliant last-corner move on Jimmy Nilsen to win the Polish Grand Prix in Wroclaw. Gollob is now clearly the main contender for the World Championship. (Below) Winner Gollob (center) is flanked by a pair of Swedes - runner-up Jimmy Nilsen (left) and third-placed Stefan Danno (right).

Gollob

gains the

advantage



By John Hipkiss

WROCLAW, POLAND, JULY 3

Polish star Tomasz Gollob is the red-hot favorite to become the new World Champion after he edged out main threat Jimmy Nilsen at the Polish Grand Prix in Wroclaw, Poland.

Gollob extended his lead over Nilsen to nine points when he went for broke on the last lap of the final, diving under the Swede at full speed going into the third turn. Although Nilsen battled back into the lead as Gollob's momentum took him out to the fence, the Pole regained his line to catch his rival in a frantic race for the flag. The partisan Polish crowd was sent into a frenzy by a brilliant swoop, but it was hardly in

keeping with a meeting that was increasingly processional.

Fans were soon up and roaring when things finally got under way for heat one. By then Ryan Sullivan was back in the pits, having been excluded for moving at the start, soon after the new 15-second board made its GP debut.

John Jorgensen contested the lead with Rafal Dobrucki on the restart, but Dobrucki kept things jammed going into the pit turn, and then Robert Dados came under the Dane off that corner, to huge cheers.

The lineup for heat two was a real crunch, and the first bend was as tight as expected. Greg Hancock led them in, but Mark Loram was sandwiched between Joe Screen (on the inside) and

Billy Hamill down the back straight. Screen got the edge into the pit turn and, on the last lap, Hamill went by Loram, who spent the remainder of the lap looking down at a burned-out clutch.

The track looked as if it was giving riders as bumpy an outing as Wroclaw's myriad tram lines, and Brian Andersen was caught out in heat three. Jason Crump nosed clear of the Dane, and the order remained Crump, Andersen, Mikael Karlsson and Mario Jirout until the final bend, when Andersen took a tumble, requiring treatment before limping off the track.

Prior to heat four, Chris Louis jumped aboard another machine and just beat the two-minute (15-second)

deadline. It did the trick, however, as he challenged Hans Nielsen all the way, a bike ailment slowing Nielsen just yards before the line and allowing Louis through. Andy Smith and Henrik Gustafsson remained in third and fourth throughout.

The first elimination heat followed track grading and watering and, in view of the events at Linköping, Loram probably needed a few thousand gallons more put down. He got close to Jorgensen at the finish line, but not close enough, Gustafsson and the Dane staying in, Loram and Jirout going out.

For the third GP in a row, a starting offense sent a rider off for an early shower; in this case it was Smith. He certainly wasn't the only rider to move in heat six, but referee Tony Steele decided he was the first, despite Smith's protestations that it had been Hamill, on his inside, who was the culprit. One down, one to go, and it was Andersen who joined Smith in the also-ran department, ironically in a race that, up until the final few yards of heat three, he looked to be avoiding, while Sullivan and Hamill were safe - for now.

There were no bike problems for Nielsen the second time out as he led home Screen in heat seven, Crump over-

hauling Dobrucki for third on the second lap.

Heat eight remained unchanged once Hancock got past Dados for third. Mikael Karlsson went very wide at the end of the third bend, but he had enough speed to stay in front of the American and follow winner Louis over the line.

Gustafsson continued his winning form in the next eliminator, keeping the pressing Crump at bay, while Dados took third off the struggling Hamill but still joined the American through the exit door.

The crowd enjoyed the next eliminator a lot more than either Hancock or Jorgensen. Dobrucki came off the first bend in front and kept the banners and flags waving for four laps, in sharp contrast to former World Champion Hancock, who missed the start completely, tried to cut back up the inside and was blocked by second-placed Sullivan.

Dobrucki was able to savor the roar from the terraces a little longer as his bike packed up on his victory lap and he made his way back to the pits across the center green.

In sharp contrast, Hancock knew his untimely exit was almost certainly another obstacle removed from Gollob's relentless march.

When the main event got under way, there was some question as to whether or not Nilsen's challenge to the mighty Gollob would meet with the same fate. The two newcomers, Nilsen and Brian Karger, were caught napping by Nielsen and Mikael Karlsson, the latter nipping past Nilsen off the second turn. Gustafsson led heat 13 from the start, Leigh Adams surrendering second spot to a fired-up Sullivan and being joined by Danno in the next batch of now-or-nevers.

But for 20,000 or so people, heat 14 was what they had come for - the arrival of Gollob into the ring in earnest. The chants for Gollob were taken up prior to his appearance from out of the pits - an event that caused an eruption.

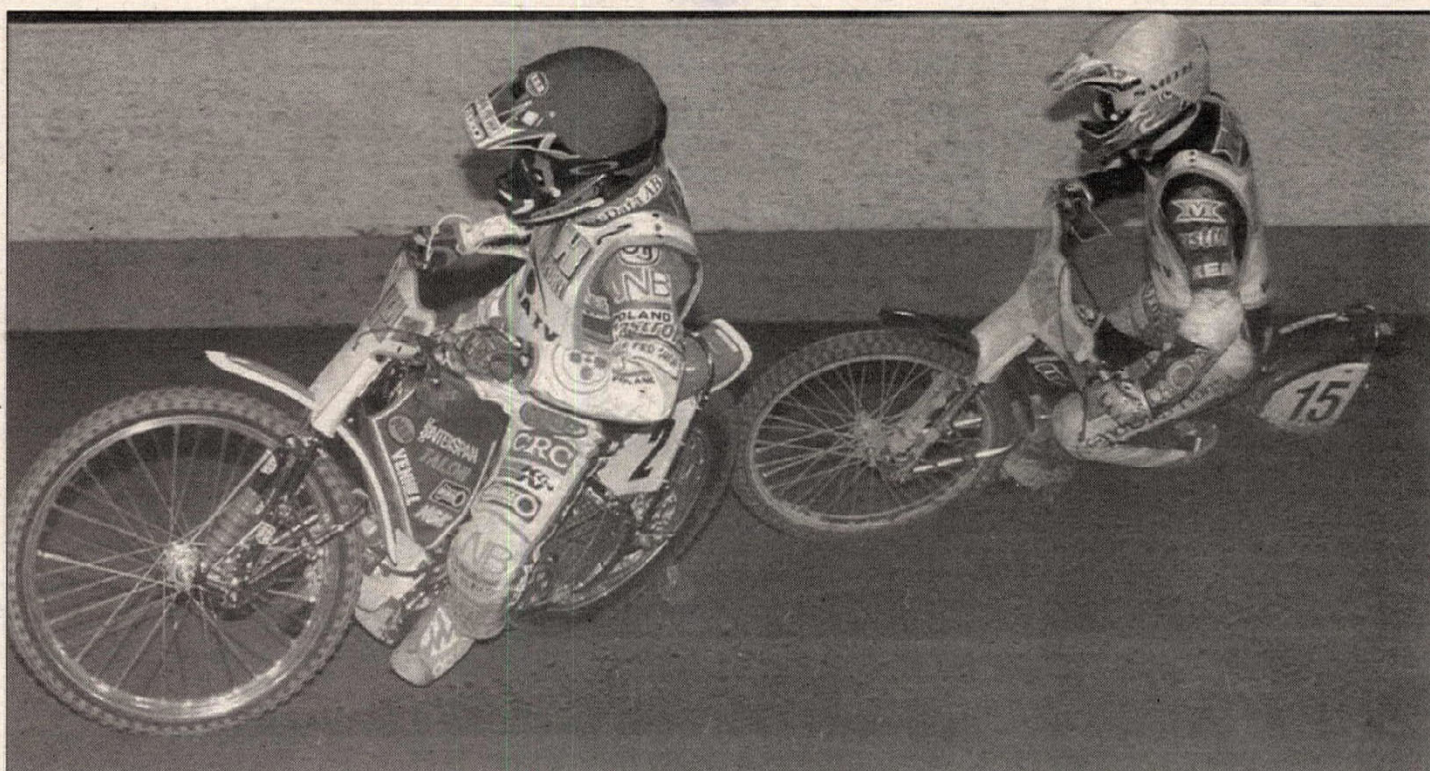
And the decibel level remained at fever pitch as Gollob shot from the start with only Crump for company. He spent the next four laps testing some of the outer reaches of the track as he pulled away, Dobrucki and Peter Karlsson bringing up the distant rear. There was dancing on the terraces, in the aisles and in the press box, the place a mass of waving red and white.

If Nilsen had bowed out in heat 15, the crowd's celebrations would probably have gone on until the next GP at Coventry. But it was Leigh Adams who was the first to go, hitting the tapes and joining Smith as an unfortunate pair who had traveled some 900 miles for 68 seconds of racing. On the restart, Nilsen launched off gate one and pushed Peter Karlsson wide, allowing Kasper up into second. Despite Karlsson's efforts, he couldn't avoid the dreaded third place.

Whistles greeted Nilsen on his victory lap, but the cheers were soon back, as Dobrucki led heat 16, Chris Louis going wide on the first bend and being scooped up by the cleverly switching Stefan Danno, Karger only making it as far as third spot.

Heat 17 only made it as far as the first bend. Nielsen came off gate one and took his opponents into no man's land. Gustafsson, Rickardsson and Crump all hit the deck, squeezed out on the fence, with Rickardsson taking the brunt of the collision.

Gustafsson and Crump both showed concern for Rickardsson while referee Steele showed some extremely early Christmas spirit to Nielsen, ordering a rerun, with all four riders included.



(Above) Nilsen (2), one of the few men with a shot at running Gollob down in the second half of the GP series, finished a disappointing second in the GP final after leading it for much of the distance. (Right) Billy Hamill (22) and Greg Hancock (6) suffered more anguish at the Polish GP. Neither American was able to advance to the GP final.



Rickardsson was down some time before walking groggily back to the pits. On the restart, he wisely held back from the first bend; Nielsen again moved wide, but Gustafsson maintained his line on the outside to lead. Crump went under Nilsen and then picked off Gustafsson on the pit bend after the Swede went out toward the fence once more, Nielsen picking him off a turn later. Rickardsson slowed on the final lap and returned to the pits rather than finish the race.

Sullivan stole one clap of Gollob's thunder when he led heat 18 all the way, the Pole swiftly moving up from third, outside Mikael Karlsson on the back straight. Screen finally got past Karlsson after several attempts. Gollob spent the final two laps testing out wider lines, enabling Screen to close on him.

An all-Swedish heat 19 saw Nilsen head for the outside from gate one. At first this tactic appeared to backfire, as Danno and Mikael Karlsson came up the inside, but Nilsen's momentum took him back into second along the back straight and he thus avoided a second early exit, unlike Mikael Karlsson and Gustafsson.

Rickardsson dodged all traffic with a lightning start in heat 20, Dobrucki raising more cheers as far as the first bend, where Screen got under him and muted the noise. It was the end of the line for the gallant Dobrucki and Kasper.

Gollob got the crowd going again off the starting line in heat 21, but Danno and Crump moved under him on the first bend's white line. Things couldn't have been tighter down the back straight as Gollob got back on form and passed both his opponents, to the biggest cheer yet. Danno held second

while Crump and Screen went to the consolation final.

Rickardsson ignored his growing headache to lead off the start in heat 22. Nielsen rounded Sullivan down the back straight, with Nilsen at the back, and it remained that way for 2 1/2 laps. Entering the pit turn on the third lap, Sullivan hit a rut and was flung from his machine, causing the race to be stopped. A rerun without the Aussie was ordered, which was certainly fortunate for Nilsen, who needed no second bidding. He shot from the start while Rickardsson shut the door on Nilsen. The defending champion continued to gain on his fellow countryman, finally nailing him going into the pit bend on the third lap, putting them both through to the main final, Nielsen the victim of circumstance this time, relegated to the consolation.

And it seemed to take the wind from his sails, as he held fourth from the gate in that consolation, this time the squeezed as opposed to the squeezer on the first bend. Up front, Screen rode a superb first lap, charging by Sullivan on the back straight to record his best-ever GP finish, looking like the Screen machine of old. Crump stalked his Aussie rival for four laps, but there was no way past.

With the noise level back in the red, the riders came out to choose gate positions for the main final. Gollob took four, Rickardsson three, and Danno one. Poland really expected Gollob to shine

now, but it was Nilsen who got the jump and led a fascinating game of high-speed cat-and-mouse. Gollob was right out on the fence, but Nilsen was there too for the first three laps.

Coming out of the first bend for the last time, Nilsen seemed to lose a little speed as he got his wheels back in line and Gollob got to within inches down the straight. He only had one bend left, and he knew it, diving up the line into the pit turn, but his speed took him a long way past the corner. Nilsen got back in front, only for Gollob's final breathtaking effort to pull him back in line with the Swede and pip Nilsen by inches.

Needless to say, had the Olympic Stadium boasted a roof, it would have been raised.

Polish GP Wroclaw, Poland Results: July 3, 1999 (Round 3 of 6)

GP FINAL: 1. Tomasz Gollob (Jaw); 2. Jimmy Nilsen (GM); 3. Stefan Danno (GM); 4. Tony Rickardsson (Jaw).
WORLD INDIVIDUAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 3 of 6 rounds): 1. Tomasz Gollob (65/2 wins); 2. Jimmy Nilsen (56); 3. Tony Rickardsson (41); 5. Stefan Danno (40); 6. Jason Crump (37); 7. Toni Kasper (32); 8. Joe Screen (32); 9. Greg Hancock (31); 10. Peter Karlsson (28); 11. Mark Loram (27/1); 12. (TIE) John Jorgensen/Leigh Adams (25); 14. Ryan Sullivan (23); 15. Mikael Karlsson (20); Chris Louis (19); 16. (TIE) Hans Nielsen/Brian Karger (17); 18. Henka Gustafsson (14); 19. (TIE) Robert Dados/Andy Smith (12).

Upcoming Rounds:
Round 4 - Coventry, England, July 31
Round 5 - Bydgoszcz, Poland, August 28

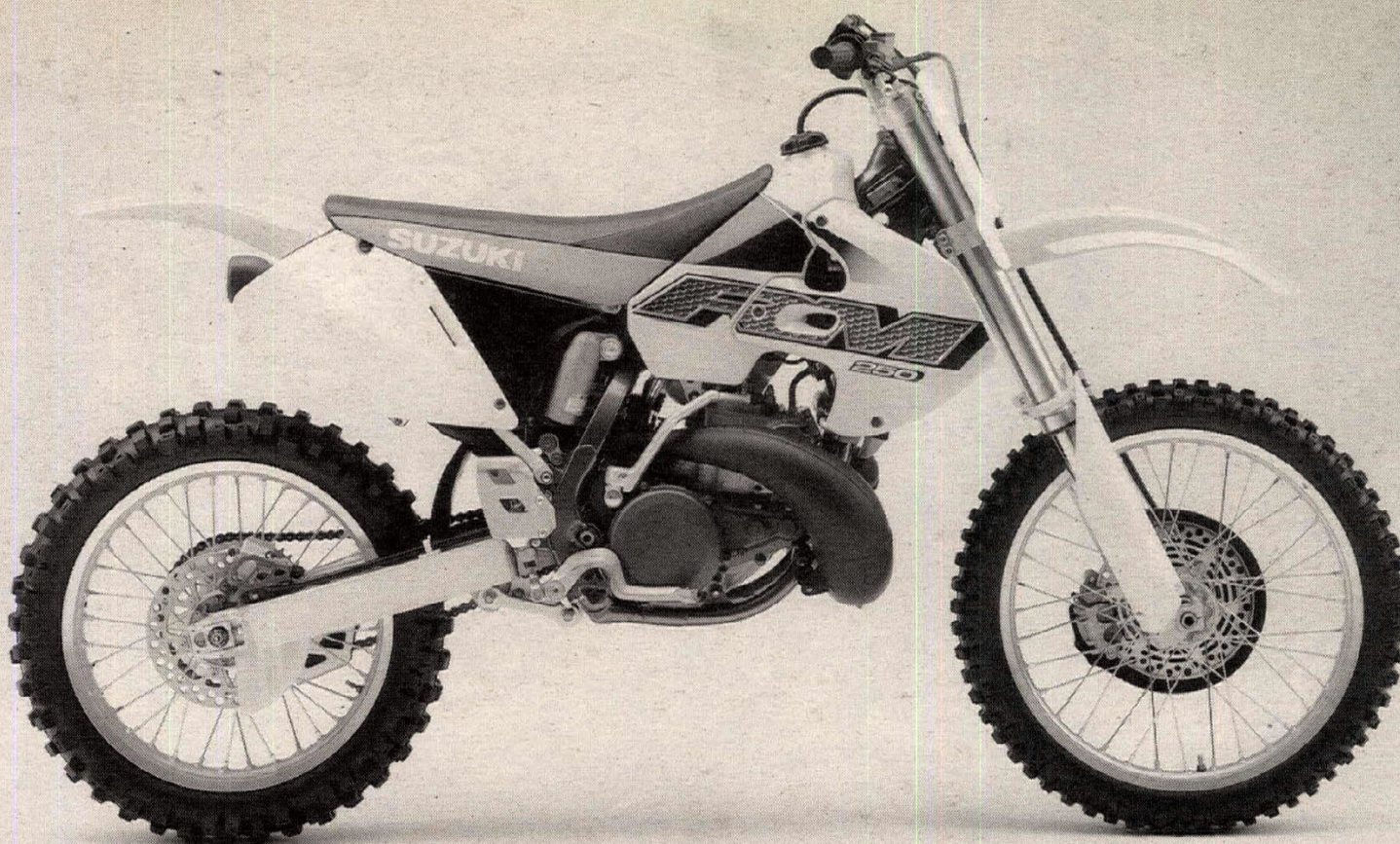


Finishing



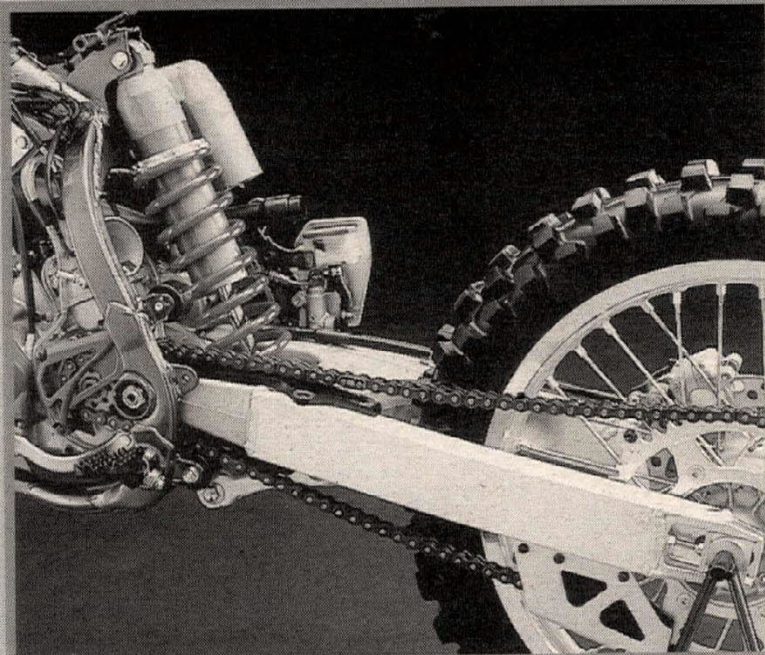
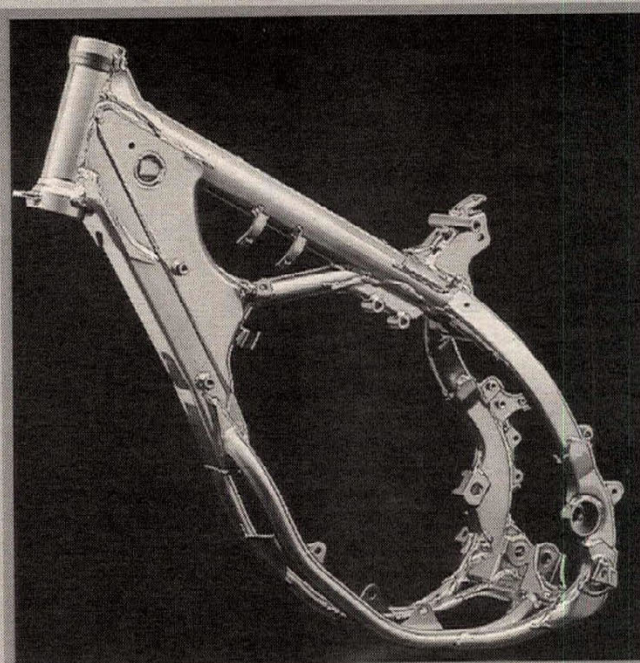
touches

Both the 2000 Suzuki RM125 shown here (and the RM250) feature many refinements to both the engines and chassis. In a move to increase reliability, the piston-ring locating pin has been moved to the rear of the piston and is now on the intake side of the cylinder. In this position, the pin gets additional support from a new bridge that divides the third scavenging port. The first and second scavenging ports have been reshaped for smoother flow, and the exhaust-port width has been narrowed 1mm. The port has also been reshaped, with an improved chamfer to prevent the piston ring from catching the bridge. To improve low-end to midrange power, the exhaust-valve shape has been altered and the control system has been changed from a direct type to an L-arm type for more precise control, particularly at low rpm. Other engine changes include increased crankshaft inertia, with an increase in primary compression; carbon-fiber reed valves; a new race-team-replica exhaust pipe (designed to improve mid- to high-range performance); the same Keihin PWK38PWJ carburetor but with a bypass starter circuit (as does the 250) to improve low-rpm throttle response and power; and new ignition timing. The CDI box has also been moved from the steering head to the airbox. Suzuki also tinkered with the transmission's gearshift cam plate so that neutral-gear position is easier to find.

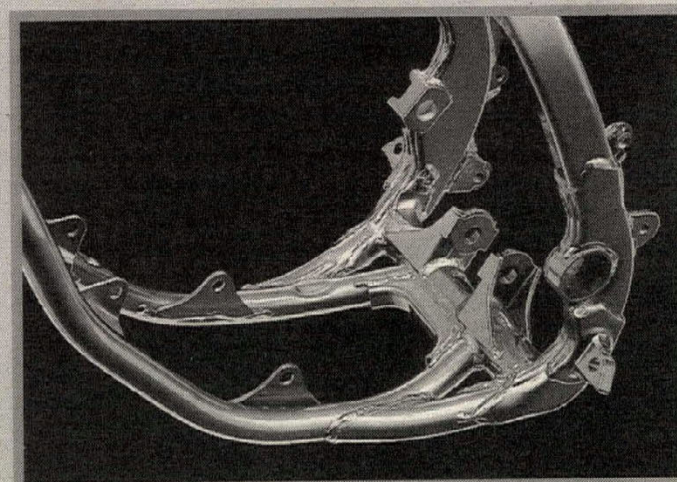


Suzuki concentrated on providing the 2000 RM250 with better low- to midrange engine performance. As a result, the cylinder has received modified exhaust-port shape and timing, plus slight changes to scavenging-port shape. The reed-valve seat has also been shortened 8mm. Also new to the 250 is an exhaust-valve breather: A solenoid valve is now used to control the exhaust-chamber breather system. Based on engine rpm, the system maintains optimum exhaust chamber pressure to improve low- to midrange power. The piston crown shape has been changed from a dome to a flat shape, while the exhaust valves received treatment similar to the 125. Other engine changes include a new exhaust pipe, ignition timing changes and increased crankshaft inertia.

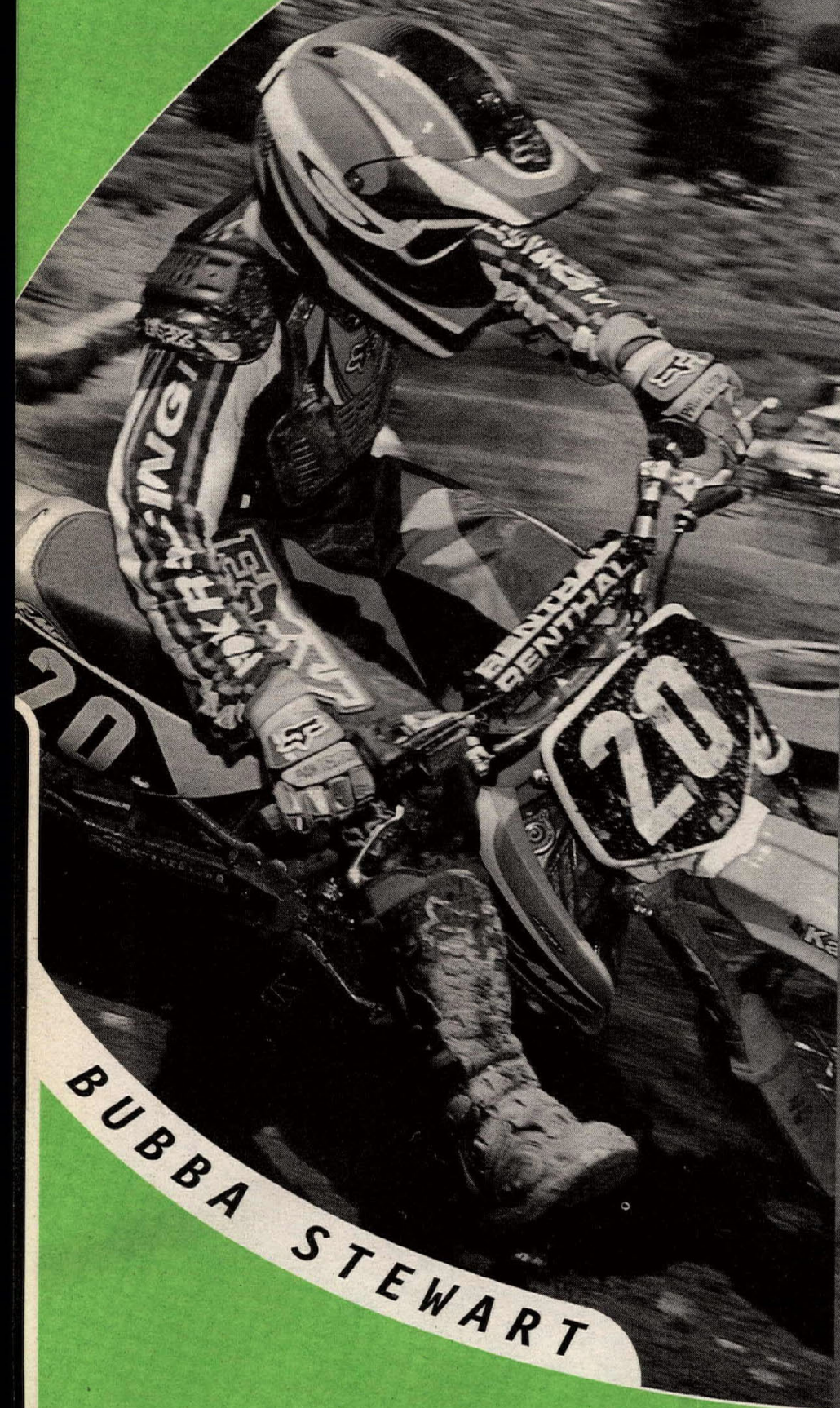
Except for spring rates, the 2000 RM125 and 250 share the same chassis changes. The lower-frame-reinforcement tubes have been welded to the outside of the main-frame tubes. The main-frame tubes now turn inward toward the cushion-bracket attachment section for additional strength and to improve rear-end stability. Swingarm rigidity has been improved by a 10mm height increase of the forward cast section of the swingarm. The dust seals used at the cushion-rod attachment points have also been improved to reduce friction, as have the dust seals used on the cushion lever. The rear shock took on significant changes. The diameter of the compression damper valve and case has been increased and changed from an in-line to a parallel-type design, which includes a low-speed valve. The increased compression damper size is said to



create a larger oil-flow route, which reduces oil-flow resistance and creates a more linear feel of the rear-suspension stroke. The low-speed valve helps stabilize damping force at low suspension-stroke speeds and smoothes the transition from initial compression to midstroke. As far as spring rates, the RM125 uses stiffer .42 (from .40) springs, and the RM250 .435 (up from .42) springs. In the back, both bikes feature slightly stiffer springs. Other chassis changes include new brake-pad material, wider footpegs with three rows of teeth, and a larger-diameter (20 to 22mm) rear axle, with a corresponding change to the rear-wheel hub for improved stability. The hub is also wider and lighter, with spoke attachment at a wider angle for added strength. To cap things off, both bikes feature new grips. And how much will they cost? The RM80 is priced at \$2999, the RM125 at \$4949, and the RM250 at \$5699. All three of the RMs are scheduled to be released around September.



The RM80 features no major changes for 2000.



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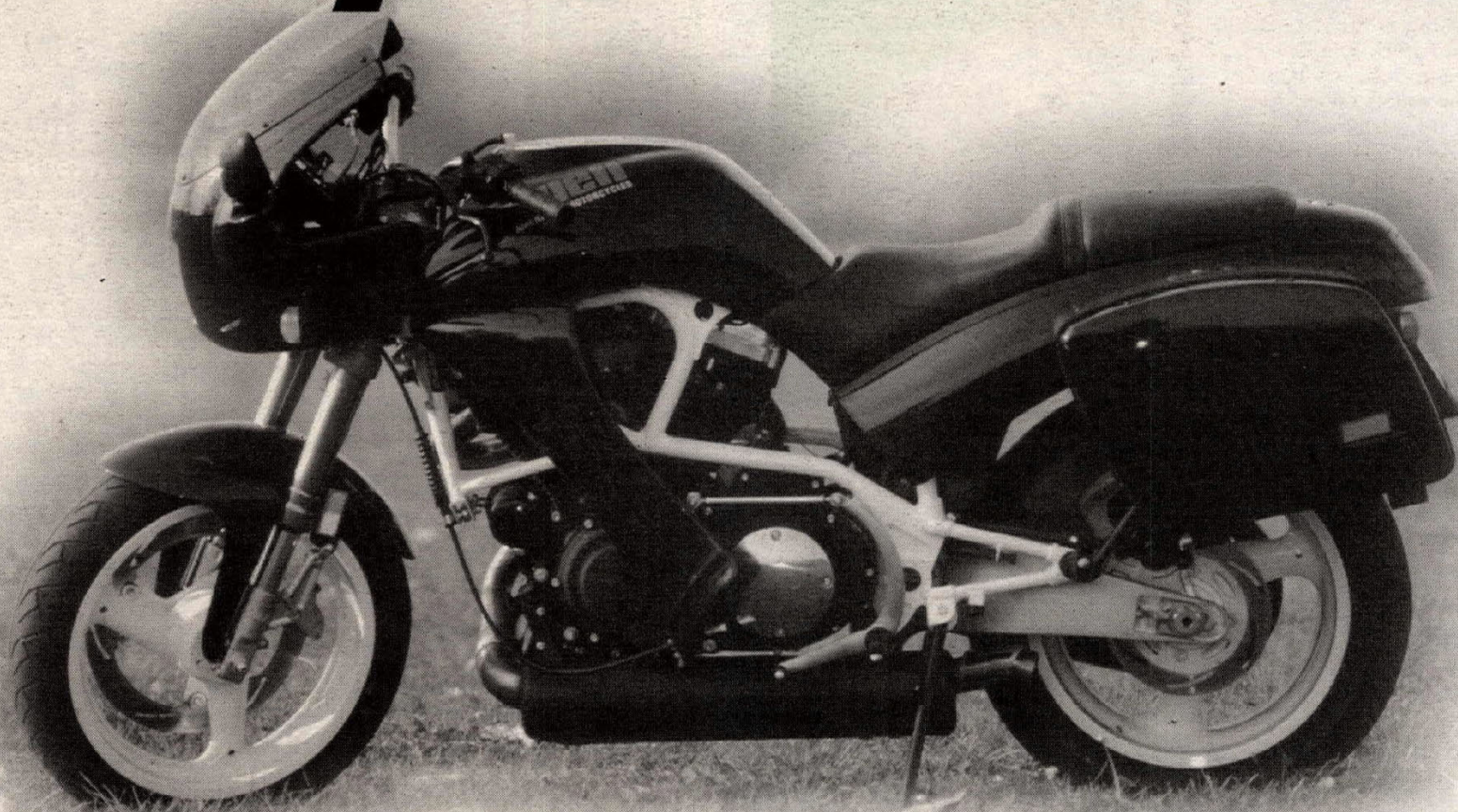
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Plenty of



THUNDER

By David Walsh

For 503 break-in miles, we'd dutifully kept the new Buell S3T to 3000 rpm and 60 mph. Now, it was boogie time. The fuel-injected 1201cc Evolution Sportster mill revved quickly and growled. I stomped the lever and we were off. The ground, I mean. Near-vertical rose the front wheel, away went my composure, and on clamped the rear brake. Good God! Things had changed a bit since 1995 and our last go-around with a Buell.

Back then, the modest-sized company's pulse was quickening. Okay, it was still the niche firm that tried harder, and boasted just one model - the S2 Thunderbolt. Harley-Davidson, though, had become interested enough in Eric Buell's baby to invest more than engines in its upbringing. Cash, that is. Initially, funds went for research and development, then for operating expenses. Last year the relationship turned serious. The Motor Company emerged as the controlling partner. After a decade, Eric Buell's quasi-religious belief in a sporting Harley is paying off. The Rebel has gone uptown.

My experience with the original 'Bolt was memorable. The bike pulled like a crane from way low and up through the fat midrange before colliding with its 6000-rpm limiter. This thick vein of torque (66 ft.-lbs. starting at 2500 rpms, and staying there) dovetailed with good, if slightly buzzy, cruising speeds

of 75 to 85 mph, a top whack of 130 mph and nearly full-day comfort. Handling was brilliant. Racerlike lean angles were all but ensured via quality suspenders and brakes, Buell's "Uniplanar" frame and a short wheelbase.

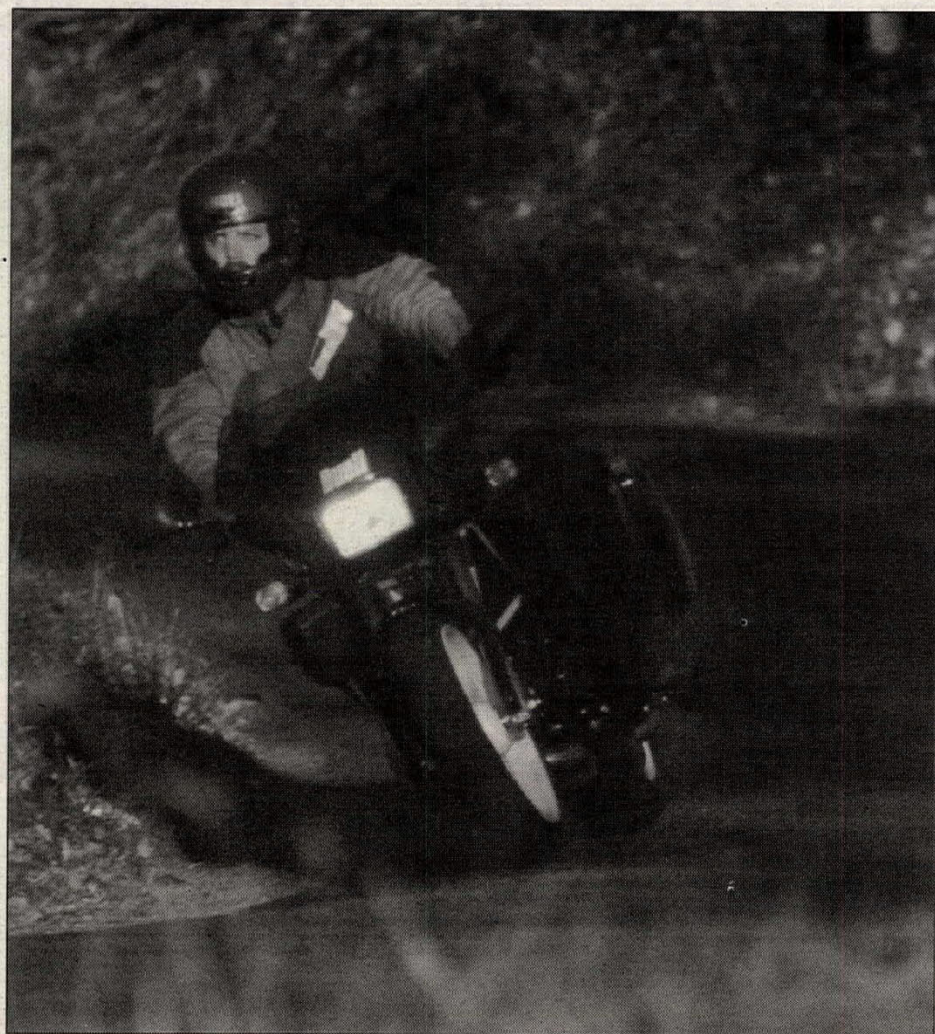
In sum, while the land-yachts of Buell's Milwaukee partners barely coughed up 50 hp, this was a rocket ship - a lightweight "Harley" making 67 dyno-tested horses. Oddball? Perhaps. Still, the first Thunderbolt was an amusing scoot.

So is today's S3T, and then some. Like BMW, Buell/Harley have taken the deliberate, evolutionary road to improvements. Hence, all three legs of the Buell triad - S3T Thunderbolt, M1 Cyclone and X1 Lightning - resemble 1995's original S2 T-bolt. They all get the same-style frame, steering geometry and many ancillaries, but with a few happy surprises thrown in.

A big power increase is the major change. A horsepower rating of 67 in '95 has become 85 or so with the 1999 S3T (and a claimed 101 at the crank). Torque tops out at a healthy 90, though appearing later. For the extra muscle, credit several things.

First is Buell's improved "Thunderstorm" cylinder heads, with their higher airflow, massaged ports, hotter cams and beefier hydraulic valves. They join with a modified exhaust collector, obvi-

More power translates into more fun with the new Buell/Harley S3T Thunderbolt.



ously tuned with the engine. Extra magic thus flows to what had been a pretty impressive package to begin with. Some declare the end is near for the aging EVO Sportster powerplant; nonetheless, these carefully wrought changes pay off handsomely in the S3T.

Equally transforming is the digital fuel injection, new for 1999. The Buell has lost its single Keihin carb, as a Walbro throttle body now squats under the right-side breadbox (er, air-box). This system is a single-injector-per-cylinder closed-loop type, not the open type of H-D cruisers. The DFI mates well with the free-flowing exhaust, purges the Thunderbolt of some raucousness and ends the earlier bike's habit of occasionally spitting back and surging.

Sensors (which adjust for changes in air temperature, exhaust-gas oxygen, lean-angle, altitude, etc.) render the power pulses now more evenly spaced and "gentler." Note: I didn't say "slower." The red line has moved from the S2's 6000 rpm to its successor's 6800 rpm. Stay on the boil and you'll move out smartly. Believe it.

Gear-ratio changes further smooth the big 1200. Shifts are higher up the rev-band than before, meaning you'll work the (still notchy) five-speed tranny a bit to extract the low and midrange grunt that the first 'Bolt positively oozed. Not that you'd call this Buell peaky in the manic GSX-R750 sense - stick it into top and move from a dead stop right to, oh, 135 mph or thereabouts. "Narrow powerbands" are relative things.

Helping guide the extra horses, meantime, is an impressive swingarm; it supplants the box-section item of yore. Dead gorgeous with its natty drive-belt adjusters, and oh-so functional. The alloy "wedge" equals better control at higher speeds equals more rider confidence - you know, more fun.

Nearly unchanged are the patented "Uniplanar" perimeter frame and its rubber suspension doughnuts. A fourth engine-mount tie-rod, though, adds extra rigidity. Also, a right-side frame member - the side with the rear head-pipe a tad close to your leg - has been relocated. Now the header tucks inside the frame rail. No more parboiled thighs. The left side also gets a new strut. The changes, asserts Eric Buell, spring from racing experience.

Suspension is subtly altered, as well. The cool WP Roma inverted fork has said "adios" in favor of a similar-looking (and -performing) Showa upside-downer. Likewise, the WP shock is gone; and, again, a Showa unit has moved in. It features a useful anti-grunge shroud. The fork boasts compression and rebound adjustment, and the shock adds to that preload adjustment. As before, each is made to Buell's specs. So, okay, the S3T lacks the dozens of settings possible on Buell's hot X1 Lightning (just unmarked "hard-to-soft" friction stops). How many do you need?

Anyhow, the wizards at cavernous Harley-Davidson of Washington in Fort Washington, Maryland, set the bike up perfectly for me, factoring in the occasional serious thrash and some two-up excursions.

A stictionless fork and that odd, Buell-designed reverse-action shock take most everything in stride and the S3T dives hard only in brutal stops. Neither did chopping the throttle midstride discombobulate anything. Given its sporty rake-and-trail, moreover, the Buell barely stood up while trailing braking in corners. Elbow-draggers will want to max out some settings, though (and lose/modify the knee-guards).

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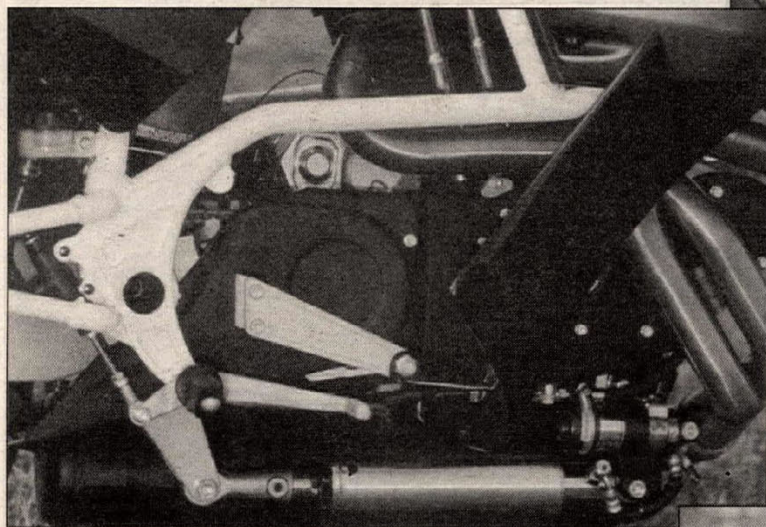
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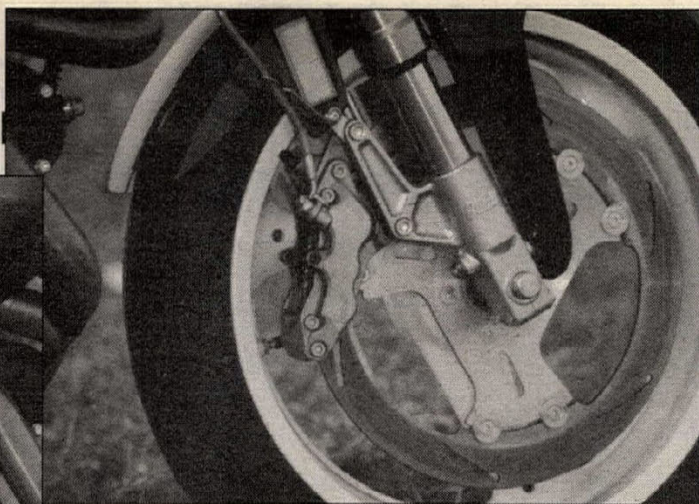
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(Above) The single 340mm Buell/Nissin front disc brake is more than capable of handling the Buell's increase of horsepower.
(Left) Knee guards are detachable.



The wheels on the Buell used to be expensive Marchesinis. This Thunderbolt gets by very nicely with Australia-sourced replicas. Tires are excellent D205 Dunlops - grippy enough for the riding the bike's meant for, and, probably, good for 6500-plus miles. Just go easy on the engine-braking. Stopping-wise, our binders improve even upon the S2's superlative six-pot items. Although appearing the same, the Buell/Nissin brakes are a force of nature, especially the single 340mm front. Ham-fisted riders be warned: You can be flipped in a heartbeat.

Tooling around on the S3T, lots of sensations got imprinted - and nearly all pleasurable. Foremost: the unexpected get-up-and-go, and how it's produced. The extra 15 or so injected horses generate most un-Harleylike velocities.

No, the Buell isn't like my the ZX-11 - in a way it's better. It has the low-down intestinal fortitude typical of massaged, liter-sized twins and absent in modern fours. You feel every mile per hour, thanks to the firing order of the pistons, which are as fat as snowcones.

Yes, lots of cylinders and counterbalancers and oh-so-precise carb metering are all dandy. But we both know this very sophistication isolates riders from the Elemental Motorcycling Experience (EME) that's a big part of our sport. Don't mistake raw-edged for crude, however. This is tractable power. Unmodified S3Ts can run quarter-miles in the high 11s.

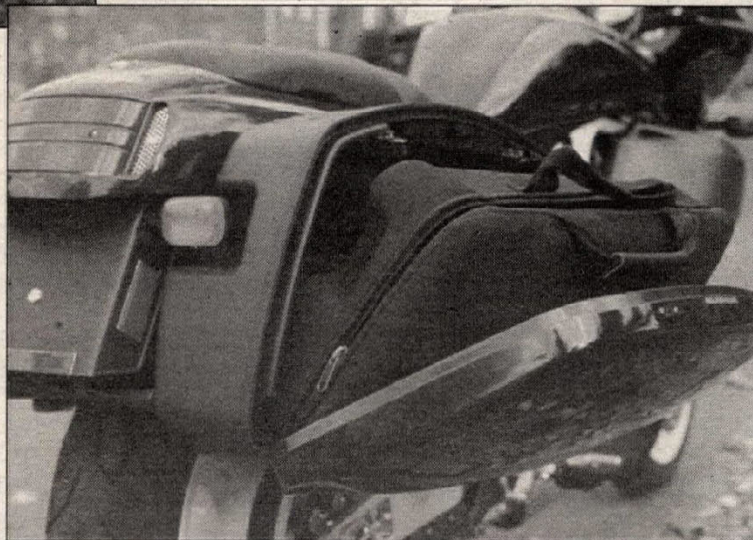
At idle, the S3T is a tad jumpy, bespeaking the nature of Harley Sportster engines. Mirrors, handlebars, knee guards - all vibrate happily, anticipating things to come. So why tarry? At a whiff of throttle, the bike leaps off its haunches and thrums forward mightily. Then, once through the gears, the bike settles down via Buell's patented vibration-dampening system. By 2500 rpm, most shudders are history.

We're climbing now, ascending the Appalachian foothills in Virginia farm country. On this trip, the bike is still being run in, but even so, the fuel injection and its related sensors do their stuff, metering and adjusting for the thinning air, changing temperatures and the rest. And what's not to like about a steady 60 mph on backroads?

Piloting the machine up hill, down dale, through sweepers and around hairpins is a huge giggle - providing you don't lug the engine. Again, this latest iteration makes you work a bit for your meals. And you're happy to oblige.

Unlike many pure-sport motorcycles, the Buell doesn't sacrifice stability for a hard edge. Oh, yes, it'll cut and thrust like a scalper. Speedy corner entries and (holdable) line changes are but a tiny push of the bar away. Yet there's compliance in spades. Really, only moon-

(Right) Removable molded-foam liners are a nice convenience.



scape pavement threatens to unplant the Buell. It yawns at jolts up the spine that would leave a CRB900RR knackered.

The S3T's highway capabilities are just as notable. Check this out: Home-bound at relaxed speeds after working a few curves, we found high-speed semis drawing us into their fearful vacuums not at all. Plus, even on the gnarliest piece of grooved highway, the S3T refused to "hunt" drunkenly down the road.

"Less unsprung weight, greater mass centralization," Buell explains.

Whatever. As in other areas, this trainlike composure is a few leagues beyond the S2. And, yes, it has quite adequate passing power.

Those who think the Buell's a tarted-up old "Hardly Ableson" will be shocked. It isn't just the power of the pumped-up Sportster - the steering is, to repeat, laserlike. Not to lecture, but with only a 55-inch wheelbase and components that shout serious intent, these Buells don't suffer fools - or the inexperienced. Our Thunderbolt has enough finesse for startled glances from the "No Fear" set and motive power for 90-mph-plus cruising. To say naught of the excellent exhaust music, a great thundering symphony. No wonder The Motor Company seeks to patent it.

As the bike cools down now after reeling in some miles, its raucous tones mute to a softer note. So while it sits, let's eyeball this bad boy. The levers are black and dog-legged, suspiciously resembling Italian Maguras. The molded gas-tank cover, with its "Buell American Motorcycles" escutcheons, is a graceful thing, and blends well into the seat section. The 5.5-gallon fuel cell itself hides underneath.

Other aesthetic changes, too, make the new Buell easier on the eye. Fiddly switchgear and giant controls give way to more-elegant, easier-to-use items. That cover-the-planet rear fender has turned svelte. The fairing is still a tad bulbous but nice-looking and efficient. I was above the wind blast; you might not be.

Unfortunately, while the stainless headers still turn heads, the long muffler remains bazooka-sized. Sadly, too, the air filter/breather box has grown alarmingly from the original; it now resembles a black goiter.

Yet most details are nicely executed. In addition, the bike remains about as lithe as before (485 pounds dry vs. 1995's 470 pounds). Fastidious dandies will appreciate the S3T's more polished look. In all, it's a classy piece.

Paintwork, by the way, is first-rate, with a tough clear-coat and practically no orange peel. Our loaner was a sort of midnight blue with a white frame and wheels - not a personal favorite. Buell, though, offers nine different body and four frame-and-wheel color combos. Maybe something subtle like Nuclear Blue and Reactor Yellow? Make mine Black and Black, thanks. Only one complaint here: the tacky, "mirror-surface" decals. Other Buells' emblems are solid color and under the clear-coat.

So, what gives the S3T its touring designation? Well, the lockable hard bags and knee guards, which are all quickly removable. Together they push your basic \$12,000 S3 up by \$800. Our Thunderbolt had shallow-lid bags, but deeper, costlier ones are available.

A real plus is the removable molded-foam liners, excellent for delicate camera gear, or maybe to insulate a six-pack. Or lose the somewhat bulky liners for some pretty fair cargo capacity. (Stash-worthy, too, are the little "fanny packs" Velcroed to each side of the fairing inner and beneath the seat - and the toolkit-sized compartment in the same place.)

But while the "inners" have handles, plan to pack something to carry the hard cases in. There are no grips. Like, huh? This a \$13,800 "tourer," yes? Another gripe: the missing centerstand. When will sportbike makers learn to fit stands that don't drag? The sidestand, meanwhile, is excellent - far better positioned, more stable and easier to access than the S2's. At any rate, with a 5.5-gallon fuel cell and a 225- to 250-mile range, the

motorcycle delivers miles of smiles. Which are further extendable.

Following Harley's lead, Buell offers accessories and options by the ton: higher handlebars, optional wheels, tankbags, riding gear, T-shirts, all manner of Buell-marked stuff. When you exhaust their catalog, aftermarket suppliers have smaller air-filter boxes, seat grips, exhausts, turbochargers and countless other goodies.

Ergos were perfect for my 6-foot-3-inch, 190-pound frame, as the seat, bars and pegs were a fine compromise for the average-to-tall rider. You're leaned a bit forward, but rider placement is essentially neutral. The seat's well-shaped and remarkably comfy - a vast improvement over the S2's skinny, sloping perch. It was infamous for slamming one's dangly bits into the tank under hard braking.

Footpeg height is the sport-tourers' usual compromise. In all, this "universal" riding position yielded pain-free jaunts of 250 to 300 miles. Pillions? They were fine for 200 or so miles. Suspension changes solo or two-up were pleasantly few, and then just for more or less compression damping on the worst, or fastest, roads. (A caveat: Riders with 35-inch inseams or longer will bang their legs on the kneeguards and/or air-cleaner box.)

Day or night, it was easy to see all instruments (though at about 400 miles the clock light blinked goodnight). The console itself is spartan or homely - take your pick. The seat has a lock, which is a nice touch - but the spring-latch underneath it isn't.

So where does the Buell "fit?" Actually, in the same niche as before, only now it has company. Thank the demi-explosion in a category dating to the mid-1980s: the "standard" - followed lately by the "retro," and the British-inspired "naked" or "hooligan" bike. Prime examples: Ducati's Monstro and St2/4, BMW's R1100s, Triumph's revamped Speed Triple and Suzuki's Bandit. The Buell performs much the same tasks with similar skill and gusto. That is, "softish" sportbiking with a touring flavor. Big motor, relatively lightweight.

But wherever you slot it mentally, the S3T proves again it's how motorcycles make their power - not necessarily what the dyno shows - that determines our enjoyment. I defy anyone dismounting after riding this bike in earnest not to whoop 'n' holler. Fast, stylish, handsome and hard-working, for a thousand miles the Buell proved a willing accomplice for everything from city commuting to peg-scraping. Unlike some modern machinery with soon-dated "graphics," this isn't a throw-away. It's a solid piece meant to carry you well into the millennium.

Some argue that the Buell costs too much. I say it's only a grand more than its older brother, is far stronger and smoother, and promises fun on a large (even hooliganesque) scale. And, come to think of it, maybe that's the secret of the Buell S3T: ace handling minus the racer's nerviness and torturous cockpit.

Serious faults were restricted to a single, albeit important, one. During a familiarization ride, it was obvious that the rear brake didn't work. Oil had snaked unnoticed backward from the filter housing and eventually onto the rotor, glazing the pads. Not good. Ultimately, the leak was traced to the filter's mating surface. It was fractionally bowed and allowed seepage. Harley-Davidson of Washington was efficient in finding and repairing this worrisome, hard-to-diagnose flaw.

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Racing photos by Dave Reynolds

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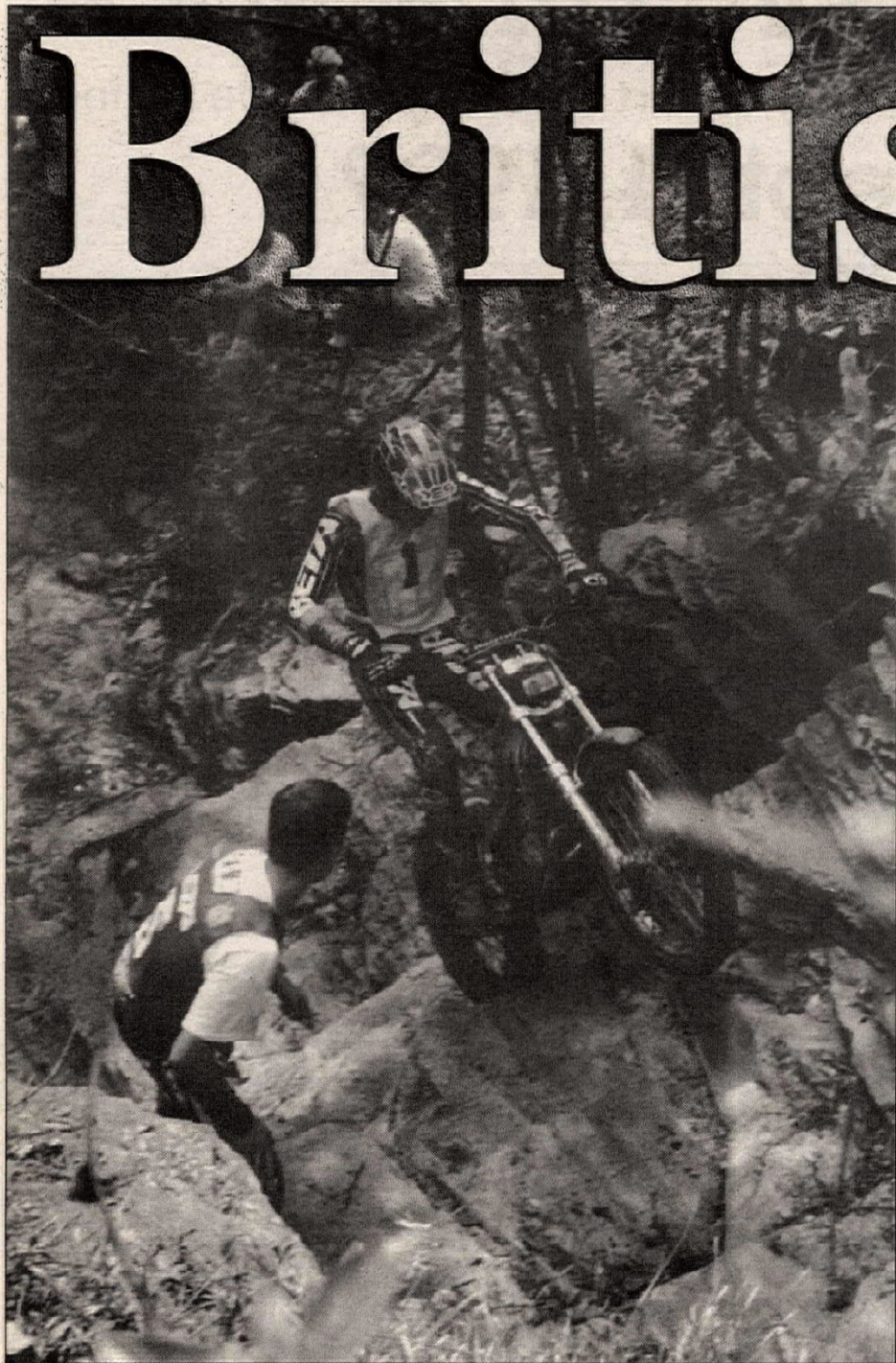
Brad Andres	Joe Leonard
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Jimmy Chann	Bart Markel
Jim Davis	Gary Nixon
Chet Dykgraaf	Joe Petrali
Steve Eklund	Roger Reiman
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British *revolution*



By J. Sheets

MONTOUR FALLS, NY, JULY 3-4

This Independence Day weekend was graced with a round of the World Observed Trials Championship, held just south of Watkins Glen in Montour Falls, in upstate New York. Although the event was filled with the unexpected, when all was said and done, Dougie Lampkin had captured a third successive World Trials Championship. But it didn't come without another defeat, this time at the hands of Isle of Man resident Steve Colley.

Fourth of July fireworks came a day early when it took a protest by Colley to finally get him Saturday's victory. Japanese rider Takahisha Fujinami was initially credited with the day-one victory, and he was followed home by Lampkin and Colley. However, Colley's protest of a five (his minder was asked to move a rock that had been misplaced by a rider, but when he did so, a five was given to Colley) on the last section of the opening lap was upheld by the jury and he was reinstated as the winner, with Fujinami and Lampkin being bumped down a spot each to second and third, respectively.

If Saturday ended up being a great day for Colley, then Sunday ended up as a fantastic day for the British - ironically coming on Independence Day. Not only did Lampkin come away with the victory and the World Championship, but Brits filled the podium, with Lamp-

kin's 13 topping the 23s turned in by both Colley and Graham Jarvis. Colley got the nod for second place because he had more cleans than Jarvis.

Both days of action were blessed with an abundance of sunshine as well as temperatures in the mid- to upper 90s with humidity to match. After officials inspected the sections on Friday, it was their belief that section 11 wasn't difficult enough, and it was thrown out. However, on the other end of the spectrum, section 13 was nearly impossible, and on Saturday only one rider was able to manage a three as everyone else received fives. Only Spaniard Jordi Pascuet and his Montesa were able to slither and slide their way up an incredible, wet, muddy and slimy hill - complete with ledges and all sorts of challenges. (For Sunday, they gave the riders a bigger run at it.)

Carl Peters, the clerk of the course, and his adept team of workers were well-prepared and made a section to replace it.

An estimated 2000 to 3000 spectators were on hand to witness the world's best riders doing battle in New York. The sections were a bit more slippery than those of the previous weekend in Rhode Island, and many were located close to wonderful waterfalls. The abundance of mud was a distinct advantage to those riders more accustomed to riding in such conditions.

On Saturday, it took quite a while for

the official results to be handed out, and the trophy presentation was held prior to the results of the jury meeting that was deciding Colley's fate. Fujinami was handed the win, and then came Lampkin and Colley, who was absent from the presentation and was later fined for his absence.

Naturally, Colley's team manager, Jordi Tarres, wasn't impressed with how things were handled.

"We are very happy, as the last victory was in 1996, and we are very happy because we win again, and after win, it change position and we don't understand," Tarres said. "I think the federation make big mistake to award Fujinami first, then to take away. Also, to change position for Steve and others and to not wait until the jury has made decision. It is hard on Steve also to think he has won, then no."

Colley described what had happened on Saturday.

"On the last section there was quite a big rock step and there was a kicker that rolled out after every rider," Colley said on Sunday morning. "The first four riders I saw, the minders just slipped the kicker back in. My minder went to do the same and got a big telling-off for doing it, so my minder took out the kicker - no problem. I rode the section and got a one in the section punched. I didn't give it a second thought, and continued on. I came to the finish and had won for 10 minutes and then the observer came in and made a complaint and said they wanted an extra five points. That dropped me to third, so my emotions went from a great high to a big low. Gas Gas and I protested, and the jury made the right decision to overturn the decision. They told the observer that he made a mistake and if he wanted to five me, he should have done it at the section."

Winning, losing, then winning again somewhat tarnished Colley's victory, his first of the season.

"It did take away a little bit," he said. "I didn't stand on the podium and didn't have all that side of it, but I'm just happy the result was changed around. It wasn't the perfect way to win: I don't like all the hassle. I just want to go enjoy my ride and have a good day out."

Although he was displeased with his effort from Saturday, Lampkin resolved all that with an impressive effort on Sunday. The Yorkshireman came back strong on Sunday, taking the victory via 24 cleans and a single five.

"I've ridden very well today, and only made one mistake, really, and that was on section eight on the first lap," Lampkin said. "I had a good line and everything - I just flicked off a couple of roots and that was it. I was upside down, so that was a bit disappointing for me, but other than that I've ridden very well. I had a last-lap score of only three, so that was excellent."

Section 13 was on everyone's mind, including the winner's.

"I had a three there on the first lap, which I suppose everybody else had," Lampkin said. "I had to be a bit conserv-

(Above) Dougie Lampkin didn't win on Saturday, but he did take the victory on Sunday, and it was enough to give him his third successive World Trials Championship.

(Below) Graham Jarvis negotiates section 15 en route to finishing third on Saturday. The British rider ended up third in both rounds in New York.





(Left) Steve Colley stands tall as the overall winner from the two-day event. He is flanked by Lampkin (left) and Jarvis (right). Colley won Saturday's round for his first victory of the year.
(Below) Canadian Ryon Bell was again the top finishing North American rider in the World round.



ative. I would've liked to have gone straight up, but it didn't really stick with how hard the other sections were. The second lap, I really cruised it really good. The turning point in the lap was me cleaning section eight. Things have gone very well. It's been too hot. I think the trials could've been a little bit harder in quite a few places. The trials have been won or lost on two or three sections a lap, and when you can't have mistakes, it's a shame, really, but that's the way it is, obviously, and every trials is different. It's been a good two weeks and I hope we are coming back soon."

The North American riders were led on both days by Canadian Ryon Bell, who was victorious in leading a small but dedicated and talented bunch, including American champion Geoff Aaron, Ray Peters, Dan Johnson, Travis Fox and Derek Thomas. The results from the top three in this group were the same for both days, as Bell had the lowest score of the group, followed by Peters and Aaron. All in the group gained valuable experience that will enable them to compete more fiercely in the areas they choose.

"Today (Sunday) started off really well," Bell said. "Time was a bit better today, as we didn't have to look at the sections as much. The weather was quite a bit warmer and a bit more humid. It was dried out a bit in some of the sections today, but the muddy ones got deteriorated. There were a couple of sections I either would five or drag my bike through for a three that I could do a lot better in. Today I was able to manage two or three cleans each lap, where yes-

terday I only had one. I had more fun today, as time wasn't a factor. I got to ride around with more of the Europeans than Geoff or Raymond, which is beneficial, as it gives you more incentive to do better and you know every time you ride they're watching you. But it was a really good entire weekend for me. I'm really happy with both days' results."

Colley ended up with the overall from the two-day event, finishing first on Saturday and second on Sunday, but the real winner was Lampkin, who now has enough championship points that no one can catch him with just two rounds remaining in series, scheduled for September in Switzerland and Italy. **CN**

World Trials Championship Montour Falls, New York Results: July 3-4, 1999 (Rounds 15 & 16 of 20)

DAY ONE: 1. Steve Colley (23); 2. Takahisha Fujinami (25); 3. Dougie Lampkin (26); 4. Graham Jarvis (30); 5. Marcel Justribo (33); 6. Kenichi Kuroyama (34); 7. Marc Colomer (38); 8. Amos Bilbao (40); 9. Albert Cabestany (42); 10. Jordi Pasquet (42); 11. Jose Alcaraz (46); 12. Joachim Hindren (51); 13. Diego Bosis (51); 14. Bruno Camozzi (53); 15. Marc Freixa (56).

DAY TWO: 1. Dougie Lampkin (13); 2. Steve Colley (23); 3. Graham Jarvis (23); 4. Marc Colomer (28); 5. Kenichi Kuroyama (28); 6. Takahisha Fujinami (30); 7. Albert Cabestany (31); 8. Diego Bosis (38); 9. Marcel Justribo (35); 10. Amos Bilbao (35); 11. Jordi Pasquet (35); 12. Bruno Camozzi (37); 13. Jose Alcaraz (37); 14. Joachim Hindren (42); 15. Marc Freixa (43).

WORLD TRIALS C'SHIP POINT STANDINGS (After 16 of 20 rounds): 1. Dougie Lampkin (312/14 wins); 2. Takahisha Fujinami (227); 3. Marc Colomer (204/1); 4. Steve Colley (176/1); 5. Graham Jarvis (167); 6. Marcel Justribo (145); 7. Albert Cabestany (138); 8. Amos Bilbao (135); 9. Bruno Camozzi (122); 10. Marc Freixa (116); 11. Kenichi Kuroyama (77); 12. Jordi Pasquet (71); 13. Jose Alcaraz (65); 14. Joachim Hindren (45); 15. Diego Bosis (32).

Upcoming Rounds:
Round 9 - Biasca, Switzerland, September 4-5
Round 10 - Lavarone, Italy, September 11-12



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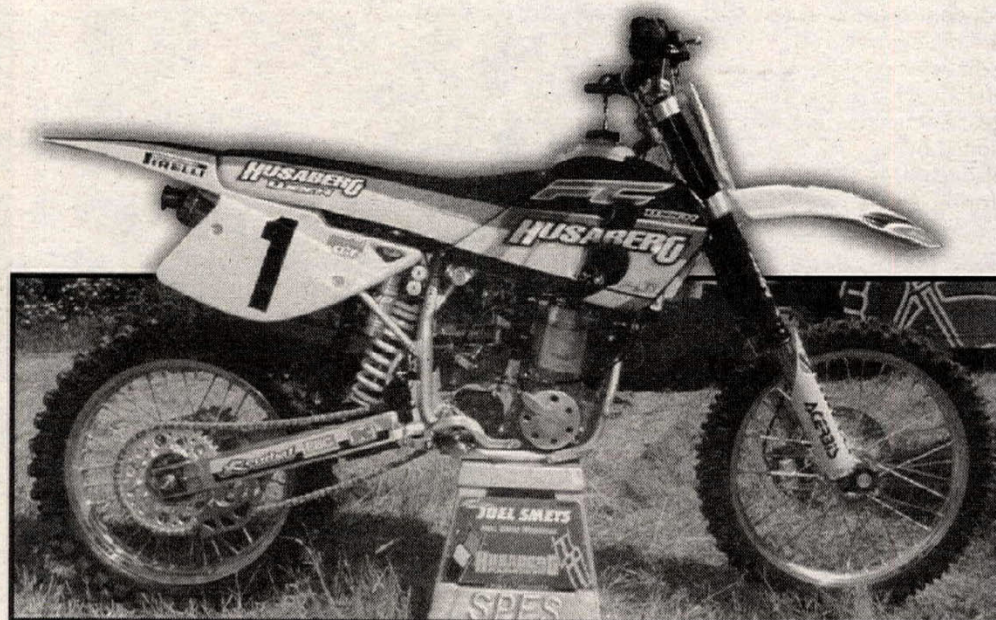
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Heavy-duty hardware

By Alex Hodgkinson

They are the biggest, meanest dirt bikes in the game - the weapons used to dispute the World 500cc MX Championship. And while the Japanese offerings in the other classes are virtual clones of each other, the big-bike class presents a wide variety, with four-strokes varying in capacity from 399cc to 633cc and two-strokes from 363cc to 499cc.



HUSABERG

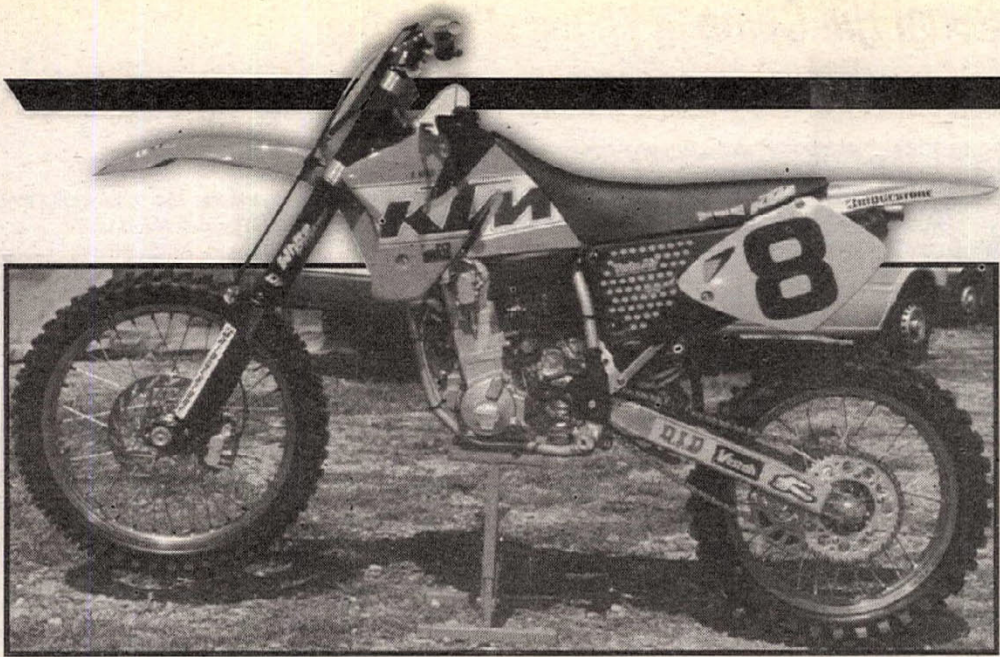
The Husaberg pictured here is the full-fledged '99 factory bike with digital, rather than analog, ignition. The CDI unit has proved particularly susceptible to heat, however, and, after three DNFs, reigning 500cc World Champion Joel Smets reverted to a revised '98 engine for the sixth round of the series in Germany. Tests have still been progressing and it is still hoped by the factory that the champion will use the new bike again before the end of the year. As chief mechanic Ludo Van der Veken explains, "SEM, the Swedish electronics firm who supplies the ignition, cannot understand why we are having problems, but the steering system of the ignition goes haywire when it reaches 120 degrees Celsius (248 degrees Fahrenheit)." Clearly visible on the bike is the ventilated ignition cover used in dry-weather conditions. The fact that this cover had been manufactured before the first race of the season in France and was already in the truck but never raced is a clear indication that the team was well aware of the potential problems. The '99 engine also features a lighter crank to tame the savage power of the 600cc Swedish engine. Even tough guy Smets tried to use the spare bike, with its heavier crank, again in Austria, and was thrown down the track in both training sessions.



HUSQVARNA

The factory resources are split in two this year. Darryll King (on the number-two bike) leads the team running out of Belgium under Jacky Martens, while Yves Demaria (on the 110 bike) is the top man in Corrado Maddii's Italian squad. The Maddii bikes feature a steeper fork angle - 1 degree - to make the bike turn sharper and are now cast. (At the Beaucaire warmup race, they were cut and welded.) Demaria uses a shorter Sachs-Boggi shock, though different linkages maintain the same wheelbase as King's bike. While King had retained the 633cc engine, which has brought the Italian factory all of its successes in recent years, Demaria is now using a development 575cc engine, which delivers less-harsh power. A similar effect has been achieved by the Martens team with a new exhaust.





KTM

With no production bike as of yet, these are naturally pure works bikes. But with production envisaged for later this year, tooling is already being prepared. Since the fourth GP of the year in Italy, the bikes have been 100-percent KTM, as early machines borrowed a few parts from Husaberg. Early-season overheating problems with the KTMs were initially solved with larger-volume (double thickness) radiators, but once the summer began in earnest, it was found that the significant power loss during the course of a race was actually due to inadequate oil circulation. A second oil pump has now been fitted.

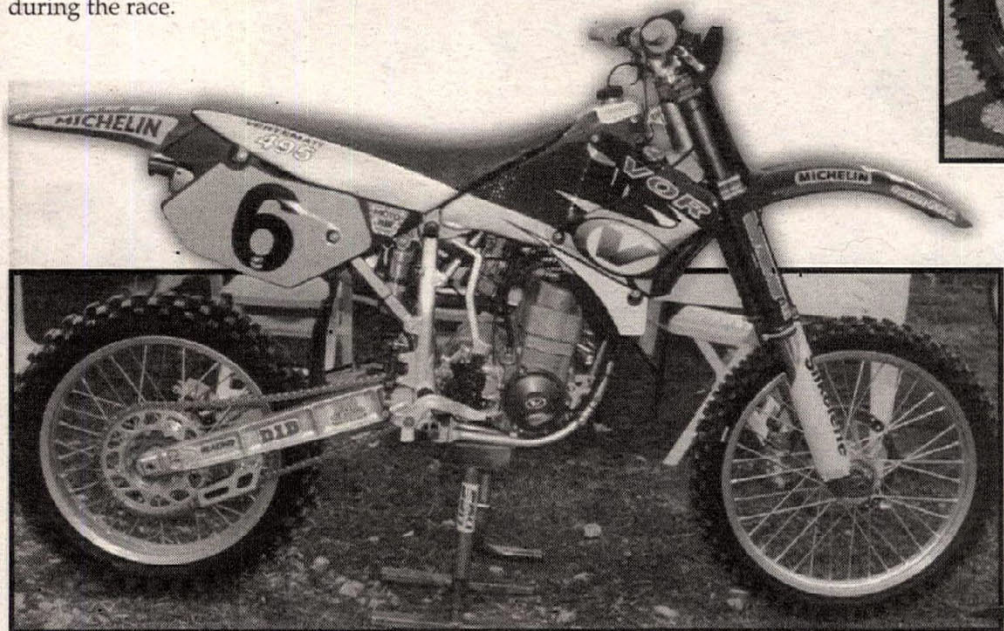
YAMAHA

Yamaha has finally admitted that its factory motor is over 400cc. It is 425cc, with measurements of 95.0mm x 60.1mm. That means a 3mm-bigger bore, while the high-revving short-stroke is 1.2mm less than standard. Lubrication is "semipressurized wet sump," which means there is a pump to keep that five-valve head lubricated, and the Rinaldi team claims to have increased bottom-end power while making the bike easier to ride with a wider performance spectrum at the higher end. The exhaust valve has no adjuster on the headstock this year but manages to cheat very effectively at tech noise control by remaining closed while in neutral. As soon as any gear is engaged, it opens. Rinaldi denies it, but in Austria, Puzar's valve malfunctioned by staying closed, and he couldn't even get up the start straight. Puzar's bike also features a button on the left side of the bars with which he can bleed the brakes during the race.



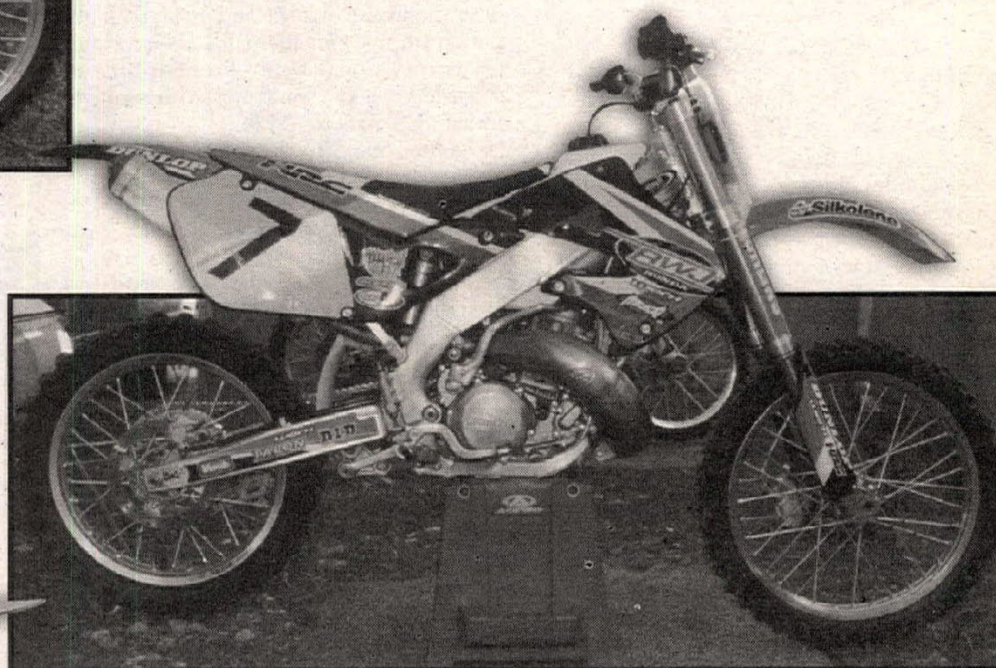
VOR VERTEMATI

Gert Jan Van Doorn said he wouldn't ride the bike until they built him a new link. He has been doing very well since the change. Officially, the VOR is 495cc in production trim, and Van Doorn's factory bike is 501cc, but the Vertemati brothers admitted to the author years ago that they never raced with an engine anywhere near the claimed capacity. The size varied regularly but was usually around 575cc back in 1994. The bike is beautifully engineered, with the single-piece swingarm cut by computer-steered tooling, and the aluminum fuel tank, which fits snugly on either side of the head, is a work of art.



RWJ HONDA

Jocke Karlsson's bike simply bristles HRC - clutch, titanium footpegs and mounts, front brake, 250 factory frame, triple clamps, crank, and the list goes on. The curved radiator - which also runs laterally with the header tanks on the outside - gives 15 percent more coolant capacity for the always-susceptible Honda. The truth is that the riding style has more influence on the overheating in heavy track conditions. Rob Herring, with a standard radiator, has learned to ride higher gears like Everts and has had few problems, while Karlsson, a revver, is plagued by power loss in longer races. Both the RWJ and the German Sarholz teams were provided with HRC ignitions this year. Virtually no one now races with the CR500 frame in GPs.



PAMO KTM

As with previous models, the 380 (actually 363cc) reaches peak performance at 8800 rpm, but while previous models soon tailed off, Trampas Parker's bike maintains power to 10,500 rpm. The flower-petal front disc looks pretty, but the team claims that it also cleans better. This and many other parts are due for inclusion on the 2000 range, but the Power Jet carb will only be on the 250. The 2000 silencer is yet to leave the factory, but the U.S. pipe fitted to the Pamo bike is one big unit. The swingarm is also not 2000 preproduction and has a "different length."





Eddie Mulder (12) leads Marty Lewis (210) and winner Craig Raygor (419) in the Vintage Twins class.

riers Pete and Scott Whitney, on the Bartels'-prepped 1200cc H-D, were nearly bumped from action several corners from the start line when their hack overtook the team of Bob Bakker and Mike Taylor. Former winners David Krohn and Gary Cass brought a new CBR900RR motor to power their EML machine, but it was not enough to pass the nitrous oxide-powered V-twin of the Whitney brothers. A new class record was set in the Whitneys' run of 13:59.66.

Durelle vows to return next year to attempt a record-breaking run on his reliably fast Wood-Rotax. The course should be fast due to the application of a new organic substance called Pennz-Suppress, which binds the native gravel, making for a smooth and stable racing surface. **CN**

Durelle wins the Race to the Clouds

By Jim Bensberg
Photos by Rupert Berrington

COLORADO SPRINGS, CO, JULY 4

The 77th running of the "Race to the Clouds" saw 61 riders in five classes challenging the 156 uphill right- and left-hand turns of the Pikes Peak International Hill Climb. It was a sunny afternoon that greeted the riders as they waited their turn to race up 12.42 miles to the 14,110-foot summit of Pikes Peak, but a smattering of rain at the top canceled any hope of a new course record for returning champion Davey Durelle, who still went home with his fourth Pikes Peak win.

First to the summit in the 250cc Pro class was California rider Greg Tracy, a former winner of the now-defunct amateur class, with a time of 13 minutes, 17.26 seconds. He did it on a Yamaha YZ. Tracy bested 1995 250cc winner and fast qualifier Don Bruner, who eventually finished fifth on his Apex Sports-sponsored YZ250. Bruner was leading when he low-sided at the Elk Park right-hander. Second place went to local favorite and five-time class winner Chuck Lee, on his Ridgeway Motorsports-sponsored CR250. Off-road racer Russell Pearson, a Pikes Peak rookie from Nevada who inherited last year's winning KTM from Destry Abbott, finished third.

Next up were the 500cc Pros, led by fast qualifier Greg Chicoine from South Dakota. The KX500-mounted Chicoine led from the start and was never headed by Japanese sensation Shuji Miki, who, despite setting the second-fastest qualifying time, fell just a few corners away

from the start line. Colorado rider and second-place finisher Bob Conway, who won the event in 1971 and 1974, was no match on his Husaberg for the smooth Chicoine. Local rider Trent Johnson completed a personal-best third-place finish on a CR500.

In the 750cc Pro class, former National number 58, Davey Durelle, who now hails from Colorado Springs, eclipsed the 1994 qualifying record of Clint Vahsholtz but was unable to break Vahsholtz's overall course record on race day due to a brief get-off in a right-hand corner less than two miles from the summit. Durelle, on the Wildcat Motorsports/Donohue H-D/General Engineering Wood-Rotax, timed at 96 mph during qualifying, clocked a run of 12:52.12 on a 600cc Wood-Rotax, which gives him four consecutive victories, more than any other rider in this top category of motorcycle Hill Climb racing. Three-time winner Brian Anderson, also on a Wood-Rotax, was unable to catch Durelle despite his fall and finished second. Minnesota rider Randy Triplett, on an Al Muth Harley-Davidson-sponsored Wood-Rotax, came in third. Durelle picked up \$2917 in purse and contingency money from presenting sponsors Barnett Tool and Engineering, Cripple Creek's Midnight Rose Casino, Superflow Dynos, Pennzoil/Quaker State and Wendy's.

While the riders in the Vintage Twins class don't race for cash, the action is usually plenty fast - too fast, it seems, for returning champion Eddie Mulder, who reportedly dropped more than 70 feet down the side of America's Mountain when he completely missed the right-hand corner at Elk Park. The



The 250cc Pro class begins its climb up the 12-mile Pikes Peak hill. Greg Tracy (555) took the win over Chuck Lee (56) and Russ Pearson (3).

always colorful Mulder, who was far ahead of eventual winner Craig "Rip" Raygor when he crashed, escaped serious injury but was unable to finish the race.

"Thank God for Shoei," said Mulder after breaking his helmet in the fall.

Raygor's 1974 Yamaha was nearly 38 seconds ahead of second-place finisher Marty Lewis on a 1963 Triumph at the finish line.

Finally, the crowd-pleasing sidecars took to the groomed-gravel roadway in an inverted starting order. Fast quali-

Pikes Peak International Hill Climb Colorado Spring, Colorado Results: July 4, 1999

250 PRO: 1. Greg Tracy (Yam); 2. Chuck Lee (Hon); 3. Russ Pearson (KTM); 4. Scot Lee (Yam); 5. Don Bruner (Yam).

500 PRO: 1. Greg Chicoine (Kaw); 2. Robert Conway (Hbg); 3. Trent Johnson (Hon); 4. Mark Erickson (Kaw); 5. David Begotka (Kaw).

750 PRO: 1. Davey Durelle (W-R); 2. Brian Anderson (W-R); 3. Randy Triplett (W-R); 4. Scott Dunlavey (Hon); 5. Rick Gunby (H-D).

VINT: 1. Craig Raygor (Yam); 2. Marty Lewis (Tri); 3. Jim Heisner (Tri); 4. David Uden (Tri); 5. Joe Blackwell (Yam).

SDCR: 1. Pete Whitney (H-D); 2. David Krohn (Hon); 3. Damon Doherty (BMW); 4. Bob Bakker (Kaw).



Defending WERA National Endurance Champions Semoff Brothers Racing came to round three of the series and posted their second win in a row.

WEA National Endurance, Round 3

Two in a row for SBR

By Drew Lincoln
Photo by Andy Chadwell

SAVANNAH, GA, JUNE 12

Semoff Brothers Racing, the reigning WERA National Endurance Champions, won their second event in a row at the third round of the young season. The team won the Pirelli Heavyweight Superbike class as well as the overall at the four-hour event, held at the 2.25-mile, nine-turn Roebing Road Raceway, outside of Savannah, Georgia.

The Roebing Road event was a last-minute addition to the schedule when the Atlanta Motor Speedway round had to be canceled due to a scheduling error. WERA fortunately already had a regional Sportsman race on the books and gave it a quick upgrade to National status.

The Heavyweight Superbike class, sponsored this year by Pirelli, has long been the premier division in the WERA National Endurance Series, and the majority of the overall series champions have competed in this class. Semoff Brothers Racing (SBR) is one of the few teams in the 25-year history of WERA endurance racing to have won the Series Championship on a Superstock bike. Last year the team used the brand-new Yamaha YZF R-1 to win the Heavyweight Superstock Championship along with the overall series title. This year they are racing the same motorcycle in the Superbike class. Going into the third round, Arclight Suzuki and SBR had split wins, with Arclight winning the opener at Talladega and Semoff dominating in the rain at Gingerman.

The lead rider for Arclight Suzuki, Tray Batey, set a torrid pace from the start of the four-hour event, leaving the SBR R-1 behind at about a second per lap. By the close of the first hour of racing, Arclight had completed 47 laps to SBR's 46 laps, and Arclight's track position was a scant five second from putting SBR down a second lap. Third and fourth on the race track were the first- and second-place teams in the Mediumweight Superbike category, Team Clinton Cycles and Tapeworks Racing, respectively. Clinton Cycles had just lapped the Tapeworks bike before the first-hour results, putting their Suzuki GSX-R600 on the same lap as Semoff

Brothers at 46. Down in sixth position on the track, with 45 laps completed, was the first-placed Heavyweight Super Stock entry of Team Extreme Endurance, on a Suzuki GSX-R750. In 11th place overall, first in Mediumweight Super Stock, was the Yamaha YZF-600 of Team Chicago, with 44 laps in the books. Endurance regulars Army of Darkness and newcomers D and D Racing were less than two seconds apart on the race track and steadily moving forward through the field.

Shortly into the second hour of the race, Arclight Suzuki brought their Suzuki superbike into the pits for fuel, a rear-tire change and a rider swap, while Semoff Brothers, employing a huge, expanded fuel tank legal for Superbike entries, maintained the same pace on the track, allowing them to regain the lap they had lost early on. Team Clinton Cycles departed the race 18 minutes into the second hour, ending their day prematurely. Tapeworks Racing inherited the Mediumweight Superbike lead but soon came under serious pressure from the slow-starting Army of Darkness. At the close of the second hour, only one second separated these two on the track. D and D Racing leapfrogged into third overall, first in Heavyweight Super Stock class, leading a 10-bike pack all on the same lap of 74. Some 27 minutes into the second hour, the red flag stopped the racing action in order to let corner workers tend to a fallen rider whose race bike had caught fire. After a 20-minute delay, racing resumed, helping to keep the field tightly packed to finish the last 15 minutes of the second hour. Arclight and SBR had 77 laps each and were separated on the track by 16 seconds. Also taking advantage of the restart was Team Matrix, getting the lead in the Mediumweight Super Stock class on their Kawasaki ZX-6R as well as eighth overall.

Arclight Suzuki only managed to complete another 10 circuits of the track before the cam chain on the normally bulletproof Suzuki broke, ending their day 11 minutes into the third hour. Arclight was looking for a strong result to make up for the catastrophic rain race they had experienced during the prior round, at Gingerman Raceway in Michigan. With the immediate threat of the factory-backed Suzuki squad out of the picture and a four-lap lead in hand over the second-in-class 1-800-CROTCH-ROCKET entry, the Semoff Brother team could cruise for the last hour and 45 minutes of the event. Steadily progressing through the 23-bike field was the Heavyweight Super Stock leader, D and D Racing, who, with the demise of the Arclight Suzuki entry, moved into second overall. Fourth overall and first in Mediumweight Superbike was Army of

Darkness, as they methodically marched up the order, putting to good use the years of endurance-racing experience that pays off in situations such as these. The constantly changing lead in the Mediumweight Super Stock class went to Rising Sun Racing at the close of the third hour, but a scoring error was later discovered, reinstating Team Matrix as the class leader.

SBR maintained the steady, quick pace they had run the entire race to add one more lap on the field at the finish, giving them a total of 168 laps. Army of Darkness brought their Michelin-shod Suzuki GSX-R600 superbike home second overall and first in the highly competitive Mediumweight Superbike class with 163 laps at the finish. Holding on to third overall and second in the Pirelli Heavyweight Superbike category for the last two hours of racing was the 1-800-CROTCH-ROCKET team, on a Suzuki GSX-R750. First in Mediumweight Super Stock and fifth overall was Team Matrix, who, along with 1-800-CROTCH-ROCKET, had 162 laps each. D and D Racing had a 12-second lead over Team Extreme Endurance at the end of this four-hour race, winning the Heavyweight Super Stock class, and they finished sixth and seventh overall, respectively. **CN**

Roebing Road Raceway Savannah, Georgia Results: June 12 (Round 3)

O/A: 1. Semoff Brothers Racing (Yam); 2. Army of Darkness (Suz); 3. 1-800-CROTCH-ROCKET (Suz); 4. Tapeworks Racing (Suz); 5. Team Matrix (Kaw).

H/W S/BK: 1. Semoff Brothers Racing (Yam); 2. 1-800-CROTCH-ROCKET (Suz); 3. Cycle Speed Racing (Yam); 4. Arclight Suzuki Racing (Suz).

H/W S/STK: 1. D and D Racing (Suz); 2. Team Extreme Endurance (Suz); 3. Nielsen Racing (Suz); 4. Penn State (Kaw); 5. Carlyle Racing (Yam).

M/W S/BK: 1. Army of Darkness (Suz); 2. Tapeworks Racing (Suz); 3. Leaning Lizard Racing (Kaw); 4. Firestorm Racing (Suz); 5. Team Clinton Cycles (Suz).

M/W S/STK: 1. Team Matrix (Kaw); 2. Team Extreme 2 (Suz); 3. Team Chicago (Yam); 4. Rising Sun Racing (Suz); 5. Rapid Transit (Hon).

District 37 Desert Racing Series, Rounds 19 & 20

Chiapuzio, Krause melt rivals

By Shawn Drouin

LUCERNE, CA, JUNE 12-13

After a three-week layoff, the year-long District 37 Desert Racing series returned to action at the

Cougar Buttes riding area, near the desert town of Lucerne, and the Racers Under The Sun club hosted yet another stellar dual European scrambles event that is known year after year as the "Melt Down."

Course A started at Cougar Buttes and headed toward Anderson Dry Lake. After crossing the lake bed, the ribbon took riders through some whoops and then to a checkpoint. After going through the checkpoint, the course went up a steep, rocky uphill. Several riders had problems cresting the top of the hill but still made it the rest of the way to the finish.

Team Green/Pro Circuit/IMS/Answer/Acerbis-backed Doug Chiapuzio had no problems making it to the finish on Sunday. In fact, Chiapuzio took the checkered flag first during the Expert and Amateur 200cc/250cc/Open/Four-Stroke race.

"I had a good ride," said Chiapuzio, whose effort gave him first in the Open Expert class. "I was second to the bomb and led the race after passing Steve Hengeveld about a mile after the start. The course was well-marked but started getting a little chewed from all of the races prior to mine. The course was laid out with different types of terrain. The ride was pretty fast for about a mile going across the dry lake bed. Then the course took you through some pretty tough uphill and downhill. Before the race, you think that the heat will affect the way you ride, but once you get going, you don't even think about the heat as long as you keep drinking water."

Paul Krause, who is back from a shoulder injury he suffered in February, finished second in class to young Chiapuzio.

"I just got a really, really bad start and I was the last one off the line, so I had to ride hard and slowly pick my way through the dust," said Krause, whose Montclair Yamaha/MSR/FMF/IMS-backed YZ400 wears the district's number-one plate. "The bike was perfect. I was just a little nervous about all the deep sand and thought I would be outpowered on the 400. But then I saw a dry lake bed, which made it easier to pass. I figured one more lap and I would pass Chiapuzio. I feel a lot better today than yesterday. The heat almost killed me yesterday. Today I road as hard as I could from start to finish. I felt like a stiff piece of wood when I got off my bike, but I feel pretty good now."

Even though things did not go Krause's way on Sunday, he rode well enough on Saturday to claim the Open Expert-class win ahead of Chiapuzio. Team Green's Steve Hengeveld, Chiapuzio's teammate, was in the running for Sunday's overall after skipping Saturday's event.

"I was first at the end of the bomb and led overall for about another four miles when the course opened up and Chiapuzio passed me," said Hengeveld, the number-one 250cc Expert plate holder. "I had a good ride and finished fourth overall. The course was marked well, especially for the last race of a two-day event. There were a lot of lines pretty burnt in. The course was real silty but fun. The heat didn't affect my ability to ride."

Hengeveld's Team Green/MSR/Scott/IMS-backed KX250 may have only finished fourth overall, but it was good enough for the 250cc Expert win.

On Sunday, while the top guns of desert racing were battling it out on Course B, some other classes were fighting the dust on Course A.



Brian Lantz (24) leads a group of 600cc Super Stock racers on his way to the class win during WERA Sportsman action at Roebbing Road Raceway.

"I had a good start and stayed out in front the whole way," said Anna Cody, the winner of the Women's Expert class for both days of competition. "I had a little trouble with Travis (Wagschall), because he was getting so close to me. On the last lap, I got a flat tire. There was a loose, rocky uphill and lots of people scattered all around. I didn't have any problems. I made it right up. I was clear from dust my first lap. The only dust I saw was coming from the riders I lapped."

Riding an RM80 in the combined 80cc/Women's/Super Senior race, Travis Wagschall ran away with the 80cc Expert-class win on Sunday despite suffering a flat tire.

"On the second lap, while coming through the finish, I hit a rock and felt my rear tire go out, so I just took it easy for another lap," said Wagschall, whose bid for the overall went south with the air in his tire. "I was running second overall at the time and first in my class. The bike ran well. This Suzuki has been the best bike I've ever ridden. The power output makes all the difference. I'm able to keep up with bigger bikes and I'm able to pass bikes on fire roads."

CN

**Cougar Buttes
Lucerne, California
Results: June 12-13, 1999
(Rounds 19 & 20 of 35)**

**Saturday
Course A**
OPEN EX: 1. Paul Krause (Yam); 2. Dave Ondas (Kaw).
125 EX: 1. Kurt Caselli (Kaw).
SR 250 EX: 1. Charlie Barney (G-G).
SR OPEN EX: 1. Don Brand Jr. (Kaw).
MAG EX: 1. Bill Maxim (Kaw).
VET OPEN EX: 1. Paul Krause (Yam); 2. Brian Nevestich (Kaw); 3. Lester Lehigh (Hon).
VET OPEN AM: 1. Chris Kemp (Yam); 2. Mark Lundgren (Yam); 3. Jerry Asher (Hon).
VET 250 EX: 1. Paul Shafer (Yam); 2. Rick Lundin (Yam); 3. Gordon Keller (Kaw).
VET 250 AM: 1. Ken Price (Yam); 2. Michael Price (Hon); 3. Morgan Pierce (Suz).
Course B
125/250/OPEN/4-STRK NOV/BEG: 1. P. Ashford (Kaw); 2. D. Kadlec (Hon); 3. J. Clinkard (Yam).
VET NOV/BEG: 1. C. Bosmer (Kaw); 2. C. Bentley (Yam); 3. P. Truman (Hon).
WMN EX: 1. Anna Cody (Kaw); 2. Michelle Cassella (Kaw).
S/SR EX: 1. Al Guzman (Kaw).
**Sunday
Course A**
VET NOV/BEG: 1. J.D. La Vancil (Yam); 2. P. Truman (Hon); 3. Matt Shook (Hon).
SR/MAG EX/AM: 1. Charlie Barney (G-G); 2. Don Brand Jr. (Hon); 3. E. Clarke (Kaw).

**MINI/WMN/MAG: 1. T. Wagschall (Suz); 2. Anna Cody (Kaw).
S/SR EX: 1. Al Guzman (Kaw).
125/OPEN/4-STRK BEG/NOV: 1. P. Ashford (Kaw); 2. D. Doucette (Yam); 3. N. Thompson (Hon).
Course B
VET EX/AM: 1. Paul Krause (Yam); 2. Lester Lehigh (Hon); 3. Paul Shafer (Yam).
125 EX: 1. Kurt Caselli (Kaw); 2. Morgan Crawford (Kaw).
250 EX: 1. Steve Hengeveld (Kaw); 2. Matt Burroughs (Hus).
250 AM: 1. Don Campbell (Kaw); 2. Eric Caudillo (Kaw); 3. Chris Dabney (Kaw).
4-STRK EX: 1. Paul Krause (Yam); 2. Mike Korenwinder (Yam); 3. Lon Brand (Hon).
4-STRK AM: 1. David Preach (Yam); 2. David McCord (Yam); 3. Jamie Graham (Yam).
OPEN EX: 1. Doug Chiapuzio (Kaw); 2. Paul Krause (Yam); 3. Dave Ondas (Kaw).
OPEN AM: 1. David Preach (Yam); 2. Rick Carlisle (KTM); 3. J. Hasjaeger (KTM).**

WERA National Challenge Series, Round 3

Lantz skewers 'em

By Drew Lincoln
Photo by Andy Chadwell

SAVANNAH, GA, JUNE 13
WERA officials had to hastily reschedule the third round of the WERA National Challenge Series when they were informed, only three days prior to the event being run at the Atlanta Motor Speedway facility, that the infield road-course section would be compromised by an errant stage structure. Race director Ed Bargy tried to work a viable alteration to the existing track but could not certify the options as safe and wisely decided to reschedule the event to an existing race date at the 2.25-mile, nine-turn Roebbing Road Raceway in southern Georgia.

Even with the last-minute switch, the grids for the sprint races were nearly full, but Roebbing Road is a nonspectator facility and the normally large groups of race fans were unable to catch the great race action.

The first race of the day was the 1100cc Super Stock race, pitting the powerful and nimble Yamaha YZF R-1 against a slew of the trusty Suzuki GSX-R750s and a lone Kawasaki ZX-9R. Arclight Suzuki teammates Lee Acree, the current points leader on pole position, and Joe Prussiano, on the outside of the front row, bracketed reigning WERA A Super Stock National Champion Billy Eisenacher on his championship-winning, Peachtree Performance-backed Yamaha R-1. Prussiano used his Pirelli-shod Suzuki to get the better of Eisenacher from the start and was able to maintain the point position to the checkered flag. Eisenacher came under pressure from third-row starter Tim Bemisderfer, on another R-1, and had to concede second to the Pennsylvania rider. Mark Junge, on the sole ZX-9R in the field, got the best of Acree by the finish to round out the top five.

Brian Lantz used his Team Green Kawasaki ZX-6R to win the Pirelli 600cc Super Stock and Formula Two National Challenge races from the middle of the front row both times. In 600cc Super Stock, Lantz outmaneuvered the Arclight Suzuki GSX-R600 duo of Prussiano and Acree for the win while the Vesrah/Marshall Distributing-backed Junge held off the 1-888-FASTLAP-sponsored Yamaha R-6 of Eisenacher.

Later in the day, the Formula Two race pitted the Kawasaki and Suzuki 600s of Lantz and reigning WERA National Challenge Formula Two Champion Acree against a horde of Honda and Yamaha two-stroke racers. Lantz won over the number-one-plate-carrying Suzuki of Acree, who in turn held off the Grand Prix bikes of David Boosales and teenage sensations Ben Spies and Jason DiSalvo for the runner-up position.

DiSalvo and Spies ran into each other in the 125cc Grand Prix National earlier in the day, taking second and third respectively behind the multi-time WERA 125cc GP National Champion Michael Himmelsbach. Himmelsbach was back on form after already suffering two losses this year at the hands of young phenom DiSalvo and his Alien Racing/Applied Business Systems

Honda RS125. Himmelsbach took the lead from the start and never looked back, winning by a large margin.

Acree came into the third round of the National Challenge Series leading the points standings in three of the four classes he contests by virtue of his dominant performances so far this year. He earned his only win of the day and continued his win streak in the Michelin 750cc Super Stock class by beating his Arclight partner Prussiano and Team Pro-Motion's David Rose. Fourth through sixth were the Marietta Motorsports trio of Keith Wilson, Chris Caylor and Brian Stokes. Wilson, starting from the last position on the grid, worked his way through the field, passing all but the lead trio on his way to fourth by the end of the race. All but one rider in the field was Suzuki-mounted.

Arclight Suzuki team leader Tray Batey continued his dominant ways in the premier Formula One race by winning his third straight event on the Arclight Suzuki GSX-R750 superbike. Junge put his Vesrah-backed Kawasaki ZX-9R in front of the Tri-City Honda RS250 of Boosales for second place. This is Boosales' third podium position this year in the big-bore Formula class on the little 250. Scott Carpenter and Norman Hammond used their Yamaha R-1s to close out the top five and win some Yamaha contingency money in the process.

Brian Honeycutt won the Heavyweight Twins Expert class on his Traxxion Dynamics-equipped Suzuki TL1000R, while Steve Reeves won the Novice division on his Aprilia RS250cc spec racer. Brian Hayes won both the 600cc Production and 600cc Superbike Novice races and placed in the top five in both the 750cc Production and 750cc Superbike classes on his Suzuki GSX-R600. Tim Brewer, second to Hayes in 600cc Production, won the 750cc Production Novice race on a Honda CBR600 F-3. Rick Fairbairn used his GSX-R750 to win the 750cc Superbike final at the end of the day.

CN

**Roebbing Road Raceway
Savannah, Georgia
Results: June 13, 1999 (Round 3)**

1100 S/STK: 1. Joe Prussiano III (Suz); 2. Timothy J. Bemisderfer (Yam); 3. Billy N. Eisenacher (Yam); 4. Mark C. Junge (Kaw); 5. Lee Acree (Suz).
750 S/STK: 1. Lee Acree (Suz); 2. Joe Prussiano III (Suz); 3. David Joseph Rose (Suz); 4. Keith Wilson (Suz); 5. Chris Caylor (Suz).
600 S/STK: 1. Brian Lantz (Kaw); 2. Joe Prussiano III (Suz); 3. Lee Acree (Suz); 4. Mark Junge (Kaw); 5. Billy Eisenacher (Yam).
750 PROD NOV: 1. Tim Brewer (Hon); 2. Wrenn Smith (Hon); 3. Brian Hayes (Suz); 4. Edward Cobb (Suz); 5. Andy Caldwell (Suz).
600 PROD NOV: 1. Brian K. Hayes (Suz); 2. Tim Brewer (Hon); 3. Wrenn Smith (Hon); 4. Andy Caldwell (Suz); 5. Edward R. Cobb (Suz).
750 S/BK NOV: 1. Rick Fairbairn (Suz); 2. Benjamin Baker (Suz); 3. Jerome Cantey (Suz); 4. Jason S. Smith (Kaw); 5. Brian K. Hayes (Suz).
600 S/BK NOV: 1. Brian K. Hayes (Suz); 2. Jason S. Smith (Kaw); 3. Benjamin Lilly (Hon); 4. Edward R. Cobb (Suz); 5. Tim Brewer (Hon).
F-1: 1. Tray Batey (Suz); 2. Mark C. Junge (Kaw); 3. David Boosales (Hon); 4. Scott Carpenter (Yam); 5. Norman Hammond (Yam).
F-2: 1. Brian Lantz (Kaw); 2. Lee Acree (Suz); 3. David J. Boosales (Hon); 4. Ben Spies (Yam); 5. Jason DiSalvo (Hon).
125 GP: 1. Michael S. Himmelsbach (Hon); 2. Jason DiSalvo (Hon); 3. Ben Spies (Hon); 4. Patrick M. Chandler (Hon); 5. John Bellinger (Hon).
H/W TW EX: 1. Brian James Honeycutt (Suz); 2. Tony Lamarr Sawyer (Suz); 3. Rob Palmieri (Suz); 4. Alan Taylor (Suz); 5. Chuck Gault (Hon).
H/W TW NOV: 1. Steve Reeves (Apr); 2. Michael J. Park (Duc); 3. Ryan M. Gordon (Hon); 4. Bryon K. Dumas (Duc); 5. Jackie Alexander (Bue).

Webb catches KB MX win

By Bret Eckert

SACRAMENTO, CA, MAY 28

Carmichael Honda-sponsored Louis Webb topped a talented field of riders to claim the 250cc Beginner-class victory during round three of KB Racing's Spring Motocross Series. Webb used consistent starts and strong finishes en route to his first-ever overall win at a KB motocross. The race marked the midway point of the Rancho MC/Racers Pit Shop/MC Concepts/Roseville Cycle-sponsored Northern California Spring Motocross Series, and with three rounds remaining, titles are definitely up for grabs.

Moto one of the 250cc Beginner class began with a full gate of riders charging off toward the 180-degree, hard-left first turn. Fairfield Cycle Center-backed Honda rider Frank Chavez led the way out first, with Jared Washabaugh, Webb and John Hatfield close behind. As they made their way around the jump-infested KB circuit, Chavez and Washabaugh, on a Guts/Factory Grip Suzuki, established the pace, while Webb and MC Concepts-sponsored Hatfield kept up the pressure. On lap two there were some changes and some up-and-coming riders drawing the crowd's attention.

Washabaugh went down, remounting in eighth after handing second place to Webb. Also blasting closer to the front were Shad Evans and Jim Brooks, who completed the first lap in fifth and seventh, respectively. Evans had the throttle pinned, advancing his KX250 to third at the completion of the second lap, with Brooks, on a Cycle Gear-backed Yamaha, following in fourth. Webb, on a Honda, kept the pressure intense on Chavez, who finally buckled and fell back to sixth on lap three, handing over the lead position. Everyone seemed content with their positions, and there was no further advancement during the moto. Webb whipped it at the finish, taking the checkered flag first, with Evans second, Brooks third and Hatfield fourth.

The second and deciding moto started without a hitch as Hatfield snared the holeshot this time around, with Webb up front again in the number-two spot. Rounding out the top five spots were Evans, Grass Valley's Mike Alexander, and Chavez. On the second lap, Chavez, not used to a midpack start, motored around Alexander to take over fourth. Webb put a wheel in on Hatfield for the lead but had the door shut on him every time by the Kawasaki rider in front. Chavez was the rider to keep tabs of this moto, and he pushed Evans back a position on the next lap. The laps and the KB layout took their toll on the riders and, as in the first moto, there were no more changes in the later laps. Hatfield rode across the finish line uncontested in first. Webb finished with a solid second. Chavez ended the night with a good showing in third. Evans claimed fourth, and Bobby Infault squeaked across in fifth, ahead of Brooks.

Webb's consistent 1-2 moto wins and ultra-smooth riding style earned the overall for the night, and Hatfield's 4-1 finishes were good for second. Evans' 2-4 placing garnered him a solid third, while Chavez went away with fourth overall points over Brooks in fifth. With three rounds in the books in this best-five-of-six-races Spring Series, some of the contenders in all classes are rising to the top. The next three races will definitely be exciting, as riders try to earn the most points and secure a top Series finish and reap the rewards of contingency prizes provided by the series sponsors.

Results

50 P/W JR: 1. Brittany Felkins (Yam); 2. Brett Shopp (Yam); 3. Jerrad Colvin (Yam); 4. Jake Reynolds (Yam); 5. Brett Felkins (Yam).
50 (4-6) BEG: 1. Jared Ney (Lem); 2. Stuart Luper (Cob); 3. Brad Vincent (Hus); 4. Jacob Thompson (KTM); 5. C.J. Barham (Cob).
50 (7-9) BEG: 1. Keith Knight (HMD); 2. Adam Bushey (Lem); 3. Jake Hamel (KTM); 4. Joel Fittro (KTM); 5. C.J. Barham (Cob).
50 NOV: 1. Austin Howell (Cob); 2. Ricky Adams (Act); 3. Dylan Ney (Lem); 4. Jared Lang (Lem).
65 BEG: 1. Kevin Lucas (Kaw); 2. Sean Stommel (Kaw); 3. Jake Larson (Kaw); 4. Dylan Ney (Kaw); 5. John Narvaez (Kaw).
65 NOV: 1. Matthew Spencer (Kaw); 2. Beau Wiegand (Kaw); 3. Joey Harris (Kaw); 4. Stenson Womack (Kaw).
85 INT: 1. Jeremy Riley (KTM).
85 (8-12): 1. Beau Wiegand (Suz); 2. Carl Madsen (Kaw); 3. Stenson Womack (Kaw); 4. Ryan Reffner (Yam); 5. Matthew Lozada (Hon).
85 (13-16) BEG: 1. Danny Harris (Kaw); 2. Nick Richardson (Kaw); 3. Kyle Feder (Yam); 4. James Sparhawk (Kaw); 5. Matt Sullivan (Hon).
85 NOV: 1. Adam Kowalczyk (Suz); 2. Blake Kelly (Yam); 3. Thomas Bushey (Kaw); 4. Matthew Spencer (Kaw); 5. Jason Wackerly (Yam).
125 SCHBY BEG: 1. Donny Stommel (Yam); 2. Evan Currie (Suz); 3. Joey Tinney (Hon); 4. Guy Rose (Yam); 5. Greg Nolen (Suz).
125 SCHBY NOV: 1. David Gassin (Yam); 2. Carson Meyer (Yam); 3. Greg Center (Yam); 4. Bobby Meyer (Yam).
125 BEG: 1. Steve Bouska (Kaw); 2. Nick Damato (Yam); 3. Scott Adams (Hon); 4. Brian Ballard (Hon); 5. Greg Nolen (Suz).
125 NOV: 1. Greg Center (Yam); 2. Aaron Dosh (Kaw); 3. Bobby Meyers (Yam); 4. Joe Lillard (Kaw); 5. Mike Yacovetti (Kaw).
125 INT: 1. Mike Anderson (Yam); 2. Jason Sturdevan (Kaw); 3. Waylon Hall (Suz); 4. James Kowalla (Kaw); 5. Bobby Infault (Yam).
250 BEG: 1. Louis Webb (Hon); 2. John Hatfield (Kaw); 3. Shad Evans (Kaw); 4. Frank Chavez (Hon); 5. Jim Brooks (Yam).
250 NOV: 1. Brian Jones (Yam); 2. Matt Voerkamp (Kaw); 3. Donny Tillery (Hon); 4. Chris Leebeck (Hon); 5. Paul Gerbi (Hon).

PRO/AM: 1. Chris Vendley (Suz); 2. Donovan Mitchell (Yam); 3. Aaron Burns (Yam); 4. Michael Anderson (Yam); 5. Jason Sturdevan (Kaw).

25+ BEG: 1. John Hatfield (Kaw); 2. Louis Webb (Hon); 3. Alfred Yarbrough (Yam); 4. Frank Chavez (Hon); 5. Rob Wagner (Hon).

25+ NOV: 1. Curtis Tackley (Suz); 2. David Highfill (Kaw); 3. Brian Jones (Yam); 4. Jeff Beaubier (Hon); 5. Donny Tillery (Hus).

25+ INT: 1. Derek Currie (Yam); 2. Shane Berg (Suz); 3. John Moore (Hon).

VET BEG: 1. David Adams (Yam); 2. Peter Hamel (Hon); 3. Rob Wagner (Hon); 4. Pat McFadden (KTM); 5. Jeff Gorman (Hon).

O/T BEG: 1. Dan Ristrom (Suz); 2. Stephen Langley (Yam); 3. Stuart Douglas (Hon); 4. Cecil Watson (Suz); 5. Donald Akerland (KTM).

O/T NOV: 1. Mark Greene (Yam).

O/T INT: 1. Jim Breneisen (Hon); 2. Chuck Watson (KTM); 3. Mark Cook (Ver).

Adams annihilates competition at KB MX

By Bret Eckert

SACRAMENTO, CA, JUNE 11

Honda-mounted Scott Adams used two come-from-behind wins to claim the overall victory in the 125cc Beginner class at round four of KB Racing's Spring Motocross Series. Adams, backed by Barrons Racing, used consistent top-five starts and advanced quickly in each moto to take the wins. The victory places Adams well into contention for the series overall.

Moto one began with series leader Steve Bouska grabbing the early lead, with Tim Coppedge, Josh Hock, Adams and Paul Vicari in tow. Kawasaki-mounted Bouska set the pace as the action behind him began to intensify. Big changes started to take place on the second lap as Adams rocketed from fourth to second while Brian Ballard improved his place, moving up from sixth place to fourth by the end of lap two. Bouska looked to have the race in hand as he completed his second lap, but he grabbed too much throttle going off the double following the finish-line tabletop, looped out and went down. By the time he rejoined the fray, he had dropped two positions to third and was missing half of his rear fender.

Meanwhile, Adams capitalized on Bouska's bobble and motored away in the lead. Ballard moved into second, zapping Coppedge and taking advantage of Bouska's looper. Steadily improving throughout the moto was Casey Stondell. After rounding the first lap well back in ninth, he had pushed his KX up to fifth before getting the last-lap signal. When the checkers flew, Adams nailed down the win as Bouska recovered and reclaimed second over Ballard. Stondell climbed to fourth as another back charger, Chris Van Meter, finished up in fifth.

39-year-old Brian Ballard claimed the holeshot in moto two as Adams kept the heat on in second. Van Meter was up in third and Donny Stommel held fourth. Bouska could not get through the first-turn commotion as well and rounded out the first lap back in seventh. Adams kept the pressure on Ballard but could not make a pass stick until the third lap. When the last lap began, Adams was up front and in command of the moto. Ballard, Van Meter and Stommel appeared content with their places, but the rider on the warpath was Bouska, who was now up to fifth. Bouska rode hard, advancing all the way to second before running out of laps. Adams claimed his second moto win of the night, followed by Bouska, with Ballard, Van Meter and Stommel rounding out the top five.

Adams' two wins did not leave any doubt as to the overall winner, and Bouska's two seconds were likewise good for second overall. Third on the night went to Ballard. Van Meter's 5-4 finishes claimed fourth, and Stondell went away with fifth.

Results

50 P/W JR: 1. Jake Reynolds (Yam); 2. Jerrad Colvin (Yam); 3. Brett Felkins (Yam); 4. Sawyer Adams (Yam); 5. David Call (Yam).
50 (4-6) BEG: 1. Ty Keenom (Cob); 2. Jared Ney (HMD); 3. Zak Fredrickson (Cob); 4. Stuart Luper (Cob); 5. Jacob Thompson (KTM).
50 (7-9) BEG: 1. Ty Keenom (Cob); 2. Brett Hammann (KTM); 3. Mike Carpenter (KTM); 4. Keith Knight (Lem); 5. Jake Hamel (KTM).
50 NOV: 1. Dylan Ney (Lem); 2. Joshua McPherson (KTM); 3. Ricky Adams (Act).
65 BEG: 1. Nathario Jones (Kaw); 2. Sean Stommel (Kaw); 3. Michael Sullivan (Kaw); 4. Ben Kaslin (Kaw); 5. Josh Fittro (Kaw).
65 NOV: 1. Matthew Spencer (Kaw); 2. Beau Wiegand (Kaw); 3. Justin Martin (Kaw); 4. Stenson Womack (Kaw); 5. Joey Harris (Kaw).
85 (8-12): 1. Ryan Reffner (Yam); 2. Brad Kelly (Yam); 3. Beau Wiegand (Suz); 4. Carl Madsen (Kaw); 5. Michael Montero (Suz).
85 (13-16) BEG: 1. Nick Richardson (Kaw); 2. Danny Harris (Kaw); 3. Kyle Feder (Yam); 4. Matt Sullivan (Hon); 5. Lucas Campbell (Hon).
85 NOV: 1. Adam Kowalczyk (Suz); 2. Blake Kelly (Yam); 3. Thomas Bushey (Kaw); 4. Jason Wackerly (Yam); 5. Matthew Spencer (Kaw).
125 SCHBY BEG: 1. Donny Stommel (Yam); 2. Joey Tinney (Hon); 3. Greg Nolen (Suz); 4. Bob Ruggiero (Yam); 5. Justin Miller (Suz).
125 SCHBY NOV: 1. Jimmy Stewart (Yam); 2. Bobby Meyers (Yam); 3. Chris Van Meter (Yam); 4. Allen Kenyon (Suz); 5. David Gassin (Yam).
125 BEG: 1. Scott Adams (Hon); 2. Steve Bouska (Kaw); 3. Brian Ballard (Hon); 4. Chris Van Meter (Yam); 5. Casey Stondell (Yam).
125 NOV: 1. Jimmy Stewart (Yam); 2. Cole Bridenbaker (Kaw); 3. Mike Yacovetti (Kaw); 4. Bobby Meyers (Yam); 5. Joe Lillard (Kaw).
125/250 INT: 1. Eddie Reed (Yam); 2. Jason Sturdevan (Kaw); 3. James Kowalla (Kaw); 4. Kevin McGovern (Hon).
250 BEG: 1. John Hatfield (Kaw); 2. Frank Chavez (Hon); 3. Louis Webb (Hon); 4. Shad Evans (Kaw); 5. Jim Brooks (Yam).

Dana Dreier (1) leads eventual winner Cameron Corfman (21) in the 65cc (0-8) class during minibike action at Starwest Cycle Park.



250 NOV: 1. Curtis Tackley (Suz); 2. Donny Tillery (Hon); 3. Tim Stowe (Yam); 4. Brian Jones (Yam); 5. Robert Austin (Kaw).
PRO/AM: 1. Chris Vendley (Suz); 2. Donovan Mitchell (Yam); 3. Cliff Cook (Ver); 4. Aaron Burns (Yam); 5. Michael Anderson (Yam).

25+ BEG: 1. John Hatfield (Kaw); 2. Frank Chavez (Hon); 3. Ken Lewis (Yam); 4. Louis Webb (Hon); 5. Ken Hodge (Kaw).

25+ NOV: 1. Brian Jones (Yam); 2. Donny Tillery (Hon); 3. Chris Leebeck (Hon); 4. David Highfill (Kaw); 5. Peter Crowell (Kaw).

25+ INT: 1. Derek Currie (Yam); 2. Eddie Reed (Yam); 3. Randy Blair (Yam); 4. Steve Thinger (Hon); 5. John Moore (Hon).

VET BEG: 1. John Hodge (Kaw); 2. Peter Hamel (Hon); 3. Jeff Gorman (Hon); 4. Rob Wagner (Hon); 5. Robert Sumner (Hon).

VET NOV: 1. Robert Austin (Kaw); 2. Shawn Fisher (Yam).

VET INT: 1. John Moore (Hon); 2. Randy Blair (Yam); 3. Mark Cook (Ver).

O/T BEG: 1. Stuart Douglas (Hon); 2. Michael Witt (Hon); 3. Stephen Langley (Yam); 4. Cecil Watson (Suz).

O/T INT: 1. Jim Breneisen (Hon); 2. Peter Crowell (Kaw); 3. Mark Cook (Ver); 4. Glyn Long (Kaw).

Corfman takes charge at Starwest Motocross

By Tony Alessi

MORENO VALLEY, JUNE 12

Cameron Corfman took control of the minibike ranks by posting three separate minicycle-class wins during T-shirt Night at Starwest Cycle Park.

"Everyone who signs up tonight to race gets a limited-edition Starwest T-shirt," said track organizer Ron Henrickson.

Corfman and his flaming-orange KTM Sport minis walked off not only with three new T-shirts but with three first-place trophies after he incinerated the competition in the 50cc (7-8) Stock and 60cc Junior (6-8) and the Pee Wee divisions, winning five motos with convincing form and style.

Corfman's most difficult race was the Junior Cycle (6-8) division, in which he faced off against Jeremy Sincow, who was making his age-group debut.

Unfortunately, Sincow's debut did not go as planned: He crashed hard over a big double jump and retired for the night. Instead, Dana Dreier raced hard and was rewarded with runner-up honors behind Corfman.

Ronnie Goodwin was untouchable in the 60cc Starter (6-9) event, racing away to a pair of uncontested moto victories. Goodwin topped hard-charging Curtis McLelland and Cory Costa.

Justin Hilliger made the haul from Chatsworth, California, a worthwhile trip by scoring two runaway victories in the 80cc Beginner (7-11) class. Kameron Silva was a solid second, while Jason Bowles continued to show steady improvement with a third-place finish for the night.

Collin Silva looked almost perfect in 125cc Beginner competition, taking home a pair of moto wins.

Ray Olivo rode a determined set of motos and kept the leader in sight for the better part of both motos but was never close enough to mount any sort of serious challenge.

Results

Small Track
50 STK STRTR (4-6): 1. Shawn Gritten (KTM); 2. Caden Pribst (KTM); 3. Christian Campos (KTM); 4. Preston Kelly (Lem); 5. Lee Kyle Olivas (KTM).
50 STK STRTR (7-8): 1. James Fauscette (KTM); 2. Michael Penn (Yam); 3. Tommy Madden (Suz).
50 STK BEG (4-6): 1. Nicholas Garza (Cob); 2. Samuel Martinez (KTM); 3. Zachary Pillow (KTM); 4. Zakariah Chase (Cob); 5. Cody Jones (Lem).
50 STK BEG (7-8): 1. R.J. Hoch (KTM); 2. Rikki Mittweide (HMD); 3. Quad Chase (Cob).
50 MOD BEG (4-6): 1. Nicholas Garza (Cob); 2. Zakariah Chase (Cob); 3. Cody James (Lem); 4. Josh Fargo (KTM); 5. Kyle Corfman (Cob).
S/P/W: 1. James Frigo (KTM); 2. Rikki Mittweide (HMD).

Main Track

50 STK: 1. Cameron Corfman (KTM); 2. Rikki Mittweide (HMD).
50 MOD: 1. James Frigo (KTM).
50 (7-8): 1. Cameron Corfman (KTM); 2. Robert Gutierrez (KTM).
60 STRTR (6-9): 1. Ronnie Goodwin (Kaw); 2. Curtis McLelland (Kaw); 3. Cory Costa (Kaw); 4. Art Moreno (KTM); 5. Justin Waus (Kaw).
60 (6-8): 1. Cameron Corfman (KTM); 2. Dana Dreier (Kaw); 3. Jeremy Sincow (Kaw).
60 (9-11): 1. Shane Patao (Kaw).
80 BEG (0-11): 1. Justin Hilliger (Yam); 2. Kameron Silva (Hon); 3. Jason Bowles (Kaw); 4. Ronnie Gooswin (Hon); 5. Patrick Provencher (Suz).
80 (0-11): 1. Shane Patao (Kaw).
80 BEG (12-16): 1. Myles Richmond (Suz); 2. Andrew Guzman (Kaw); 3. Sergio Jones (Kaw); 4. Matthew Craft (Hon).
80 (12-13): 1. Brett Rothas (Kaw); 2. Erik Fauscette (Yam).
80 (14-16): 1. C.J. Mahon (Yam); 2. Ryan Sal (Hon).
125 BEG: 1. Collin Silva (Yam); 2. Ray Olivo (Suz); 3. Jeremy Sullivan (Yam); 4. Ryan Johnson (Yam); 5. Stan Boyd (Suz).
125 INT: 1. Steven Eugenio (Yam).
250 BEG: 1. Joseph Garcia (Yam).
250 NOV: 1. Nik Hensley (Yam); 2. David Ihrig (Hon).
VET: 1. Lance Booth (Yam); 2. Jim Masters (Kaw); 3. Robert Gatan (Hon).

"Whisperin'" roars at Thunder Valley Motocross

By Stacy Jensen

LAKEWOOD, CO, JUNE 6

"Whisperin'" Smith came quietly to the Thunder Valley Raceway in Lakewood Colorado to show the local Vet Pros the power of his big four-stroke. The hills were filled with the sounds of thunder as 400 riders from the Sports Riders Association of Colorado raced for money and contingencies in the 12th round of the SRAC/Mazda Trucks Championship Series.

As 24 Vet Pros sat on the line with engines running, you could hear the deep, rich sounds of power vibrating through the hills. Smith jumped to a quick lead while Mark Flesia, Stacy Smith, Keith Campbell and John Merwin closed behind to give him a run for the money. Ralph Stichter chased Smith for two laps while Merwin pushed and looked for advantages to pass. As the racers fell into Devils Canyon, the anxious spectators waited for the outcome. Feeling the anxiety of the crowd, Merwin moved into second place. Keith Campbell, who started in the 12th position with a cast on his right wrist, fought his way to third - and made it look easy, as he smoothly picked off rider after rider.

The final first-moto results went in favor of Smith, Merwin, Campbell, Flesia and Stichter.

Longtime SRAC Pro racer Tim Buchli, who has not been on the track for several years due to a knee injury, chose this event to come out of retirement, and he brought his family to watch. He finished his first moto in seventh place.

The second moto gave us another look at the quiet whirlwind called "Whisperin'" Smith, as he again moved quickly into first. Merwin grabbed a tough-fought second, as Campbell and Flesia pressed throughout. Merwin maintained control and took home second place, and Flesia, Campbell and Darrell Miller filled out the top five.

The overall went to Smith, who was followed by Merwin, Flesia, Campbell and Miller.

In a new class distinction formed for the betterment of the sport within SRAC, 25 riders charged the uphill start in the Open Beginner class. Shaun Montray and Ron Clark fought back and forth during both motos. They charged up the start hill and then down through the horseshoe, up the side of Thunder Hill and then down and around through the straight into Dev-

ils Canyon. While this battle raged, Robert Arelano, Willy Willits and Brad Bobst switched back and forth, changing positions around each curve of the track. In the end, the top five were Clark, Montray, Willits, Mike Nolan and Ike Lucro.

Results

P/W NOV: 1. Justin Osthoff (Kaw); 2. Travis Duvivent (Kaw); 3. Austin Wren (Kaw); 4. Kyle Kelly (Kaw); 5. Cole Champagne (Kaw).

P/W AM: 1. Vinny Ramirez (KTM); 2. Mike Henderson (KTM); 3. Shane DeSanzo (Kaw); 4. Justin Jobe (Kaw); 5. Will Gibson (Kaw).

MINI BEG: 1. Joey Coravotta (Hon); 2. Matt Melagosa (Kaw); 3. Corey Speer (Kaw); 4. David Budick (Hon); 5. Ian Wilson (Yam).

MINI NOV: 1. Cody Boyd (Hon); 2. Corey Cummings (Kaw); 3. Judd Larson (Yam); 4. Kyle Chaffin (Yam); 5. Will Gibson (Kaw).

OPEN MINI: 1. Matt Burris (Yam); 2. Jeremy Riddle (Hon); 3. Brad Alarid (Hon); 4. Rick Stichter (Yam); 5. Zach Wertz (Hon).

MINI AM: 1. Rick Stichter (Hon); 2. Chris Flesia (Yam); 3. Zach Wertz (Hon); 4. Ryan Morgan (Hon); 5. Mitch Carroll (Kaw).

MINI EX: 1. Matt Burris (Yam); 2. Jeremy Riddle (Hon); 3. Brad Alarid (Hon); 4. Adam Harvey (Hon).

125 NOV: 1. Aaron Bertrand (Yam); 2. Marc Wilson (Yam); 3. Christopher Hall (Kaw); 4. Mike Hernandez (Yam); 5. Andreas Watt (Hon).

125 (12-15): 1. Cody Jensen (Kaw); 2. Ashley Boham (Hon).

125 AM: 1. Matt Whitmarsh (Yam); 2. Kevin Head (Suz); 3. Michael Nelson (Yam); 4. Brian Wilson (Yam); 5. Matt Hahn (Yam).

125 (14-24): 1. Andrew Short (Kaw); 2. Logan Darien (Kaw); 3. Brendon Enstrom (Yam); 4. Cody Jensen (Kaw).

125 PRO: 1. Shawn Morgan (Kaw); 2. Jarod Carlson (Kaw); 3. Mike Royer (Yam); 4. James Reimer (Yam); 5. Craig Fulmer (Yam).

250 NOV: 1. Randy Smith (Yam); 2. Pat Schoneck (Yam); 3. Doug Kelly (Hon); 4. Mark Jenkins (Kaw); 5. Ryan Williams (Kaw).

250 AM: 1. Joel Carr (Yam); 2. Duke Huffman (Yam); 3. Jay Lockett (Suz); 4. Doug O'Neil (Yam); 5. Dan Greenwood (Kaw).

250 (14-24): 1. Andrew Short (Kaw); 2. Logan Darien (Kaw).

250 PRO: 1. Shawn Morgan (Kaw); 2. Keith Campbell (Kaw); 3. Jarod Carlson (Kaw); 4. Mark Flesia (Yam); 5. Wayne Balliett (Yam).

OPEN BEG: 1. Ron Clark (Kaw); 2. Shawn Montray (Hon); 3. Willy Willits (Yam); 4. Mike Shears (Kaw).

OPEN NOV: 1. Phil Blackford (Kaw); 2. Matt Harara (Yam); 3. Len Larson (Hon); 4. Chad Lombardo (Hon); 5. Jeffrey Shears (Kaw).

OPEN (12-15): 1. Cody Jensen (Kaw).

OPEN AM: 1. Preston Puchek (Yam); 2. Kevin Head (Suz); 3. Jay Lockett (Suz); 4. Ian McPherson (Kaw); 5. Jim Cole (Yam).

OPEN PRO: 1. Jared Carlson (Kaw); 2. Shawn Morgan (Kaw); 3. "Whisperin'" Smith (Yam); 4. Joe Pena (Yam); 5. Wayne Balliett (Yam).

VET NOV: 1. Pat Schareck (Hon); 2. John Krieger (Yam); 3. Jeffrey Scott Shears (Kaw); 4. Ricky Nishida (Hon); 5. Dave Klinkhammer (Kaw).

VET AM: 1. Donald O'Neil (Yam); 2. Kyle Rein (Hon); 3. Gary Bradley (Yam); 4. Brian Pacheco (Yam); 5. Scott Hall (Yam).

VET PRO: 1. "Whisperin'" Smith (Yam); 2. John Merwin (Hon); 3. Mark Flesia (Yam); 4. Keith Campbell (Kaw); 5. Mark Miller (Kaw).

SR NOV: 1. Steve Halasz (Kaw); 2. Bob Demers (Yam); 3. Rex Harvey (Hon); 4. Mark Crowell (Yam); 5. Rick Anderson (KTM).

SR AM: 1. Bob Winter (Yam); 2. Rob Erickson (Yam); 3. Brent Bean (Yam); 4. Bill Osthoff (Yam); 5. Curt Cummings (Yam).

SR EX: 1. Dave Danko (Yam); 2. Jim Eckert (Kaw); 3. Lyle Schroek (Yam); 4. Mike Kappelman (Yam); 5. Bill Nolan (Yam).

S/SR: 1. John Olmstead (Yam).

WMN NOV: 1. Rose Bromberg (Yam); 2. Pam Barth (Hon); 3. Mary Catalano (Yam).

WMN AM: 1. Ashley Boham (Hon); 2. Amy Rogers (Yam).

Boyesen, Ginolfi blast Hurricane Hills Motocross

By Jim Sanderson

CLIFFORD, PA, JUNE 12

Dag Boyesen and David Ginolfi earned top honors in the 250cc Open A and 250cc Open B classes, respectively, at a regular District 6 points race and Honda Northeast day at the Hurricane Hills Sports Center. Honda Northeast, a local motorcycle dealer, picked up the race fee for all first-time racers and any racer who hadn't raced in two years. Some 150 riders signed up to race the 29 classes slated for the day's program.

Robert Eichlin earned the holeshot honors in the first 250cc Open A moto, with Dag Boyesen and F.D.J. Stein in tow. Eichlin managed to hold Boyesen off until the third lap, when Boyesen finally made the pass for the lead. Boyesen had a 15-second lead established by the end of lap six. Eichlin was second and Stein was third. Boyesen took the checkers with more than a 20-second lead, trailed by Eichlin and Stein.

Boyesen got the jump off the gate in the second 250cc Open A moto and piloted his Suzuki through the first turn and never looked back. Eichlin and Stein were in tow. Boyesen was gone by lap four with more than a 20-second lead. Boyesen took the checkered flag and the moto win for a perfect 1-1 score and the overall, trailed by Eichlin and Stein.

Ginolfi earned holeshot honors in the first 250cc Open B contest. Trailing Ginolfi through the first turn were Carl Snyder, Ed Kulas, Daryl Erskine and John McKean. The top two positions remained unchanged for two laps, while Glen Boyesen moved up to third and Kulas dropped out of the top five. At the small step-up double in the back of the track, the top five were now Ginolfi, Erskine, Boyesen, Snyder and McKean. Kulas had dropped back to sixth. On lap four, Boyesen and Snyder passed Erskine to take second and third, dropping Erskine to fourth while McKean held on to fifth. The first 250cc Open B moto went in the record books as Ginolfi, Boyesen, Erskine, Snyder and McKean.



David Ginolfi (431) won the first 250cc Open B moto at Hurricane Hills MX.

In moto two, Carl Snyder was first to blast off the gate and through the first turn, with Ginolfi, Matt Hibbard, Boyesen and Erskine in tow. Hibbard had what looked like a very horrendous crash, landing off the huge hurricane step-up and going over the bars. Hibbard was unhurt but unfortunately the same could not be said for his Suzuki, and Hibbard had to DNF. Snyder also went down and dropped out of the top five early on the first lap. Ginolfi then assumed the point position, with Boyesen moving up to second. Erskine was third, Jason Wocniski fourth and Ed Kulas fifth. Snyder passed Kulas and Wocniski and moved into fourth on lap three. Soon after, Kulas dropped to sixth. The top six remained unchanged for the rest of the moto. Ginolfi earned the overall win with a perfect 1-1 score.

Results

50 (4-6): 1. Jacob Erbe (KTM); 50 (7-8): 1. Jon Reber (Cob).

50 P/W (4-8): 1. Robbie Bardo (Yam).

65 (7-9): 1. Matthew Hougentogler (Kaw); 2. Marshall Hurd (Kaw); 3. Abbi Jo (Kaw); 4. Rick Erbe (Kaw); 5. Philip Calachino (Kaw).

65 (10-11): 1. Sean Wallace (Kaw); 2. Sammy Kachmer (Kaw); 3. Daniel Zabrowski (Kaw); 4. Billy Jenkins (Kaw).

85 (7-11): 1. Matthew Rice (Kaw); 2. Ronnie Bardo (Kaw); 3. Joe Wilde (Hon); 4. David Andrew (Yam); 5. Ryan Rickners (Kaw).

85 (12-13): 1. Patrick Simpson (Kaw); 2. Stephen Corazzi (Kaw); 3. Mark Wilde (Hon); 4. Bradley Munn (Kaw); 5. Joseph Frank (Kaw).

85 (14-15): 1. Joseph Gray (Hon); 2. Brad Ford (Kaw); 3. Larry Kachmer Jr. (Yam); 4. Noah Eberhardt (Kaw).

125 BEG: 1. Brad Ford (Suz); 2. Steve Busch (Kaw); 3. Richard Landis (Yam); 4. Robert Vanstry (Yam); 5. Darrick Fritchman (Yam).

125 A: 1. Jeffrey Dunlap (Yam).

125 B: 1. David Ginolfi (Kaw); 2. Jordan Jackson (Hon); 3. Daryl Erskine (Kaw); 4. Randy Brockway (Hon); 5. C.J. Talaraki (Suz).

125 C: 1. Joshua Ackley (Hon); 2. Jose Case (Yam); 3. Danny Boccadori (Suz); 4. David Brocovich (Yam); 5. Eric Kemmerer (Yam).

250 BEG: 1. Jeff Ort (Hon); 2. John Frederickson (Hon); 3. David Delicati (Suz); 4. Eric Pinto (Kaw); 5. Joseph Kempe (Yam).

250 A: 1. Dag Boyesen (Suz); 2. Robert Eichlin (Suz); 3. D.J. Stein (Hon).

250 B: 1. David Ginolfi (Kaw); 2. Glen Boyesen (Yam); 3. Daryl Erskine (Kaw); 4. Carl Snyder (Hon); 5. Ed Kulas (Yam).

250 C: 1. Andrew Masters (Yam); 2. B.J. Stafursky (Yam); 3. Peter O'Malley (Hon); 4. Owen Kapalski (Yam); 5. Mike Mancino (Kaw).

SCHBY: 1. Joshua Ackley (Hon); 2. Richard Landis (Yam).

CLGBY: 1. Carl Snyder (Hon); 2. David Ginolfi (Kaw); 3. Jordan Jackson (Hon); 4. Matthew Hibbard (Suz); 5. Daryl Erskine (Kaw).

25+ A: 1. Dag Boyesen (Suz); 2. Robert Eichlin (Suz).

25+ B: 1. David Bodwell (Hon); 2. Jon Eberhardt (Hon); 3. B.J. Stafursky (Yam).

30+ A: 1. Dag Boyesen (Suz); 2. Robert Eichlin (Suz); 3. Kim Kline (Hon).

30+ B: 1. David Bodwell (Hon); 2. Brian Dean (Suz); 3. Carl John Snyder (Hon); 4. Rees Firestone (Suz).

30+ C: 1. Jeff Ort (Hon); 2. Damon Baehrel (Kaw); 3. Martin Weaver (Suz); 4. Andrew Yurkanin (Suz); 5. Jim Sanderson (Suz).

40+: 1. Kim Kline (Hon); 2. Martin Weaver (Suz); 3. Robert Leskanic (KTM); 4. Rees Firestone (Suz); 5. Richard Leskanic (KTM).

NON-CUR: 1. Eric Heinecke (Hon).

S/MINI: 1. Patrick Simpson (Kaw); 2. Stephen Corazzi (Kaw); 3. Ronnie Bardo (Kaw).

WMN: 1. Lindsay Cron (Suz); 2. Denise Devines (Suz); 3. Janel McInnes (Suz).

WDSMN: 1. Brian Sawyer (Kaw).

Hepler helps himself to two at the Farm motocross

By Rupert X. Pellett

MILLFIELD, OH, JUNE 12-13

The huge popularity of the sport of motocross was evident at Sunday Creek's youth regional qualifier for the Loretta Lynn's Amateur Motocross National Championships. The two-day event, held at the Russell Family Farm in southern Ohio, hosted close to 800 prospective champions, with many of the East Coast's hottest mini riders in attendance. Track promoter Jeff Russell offered up a lengthy, well-prepped course that featured a little bit of everything. Despite suffering from a broken leg, Russell ran a professional, well-run event in which many of the stars of tomorrow pressed

their machines to the fullest over the two-day, three-moto program.

Broc Hepler displayed his talents well, as the Pennsylvania mini pilot thrust his Suzuki to the overall win in both the 85cc (12-13) Stock class and the highly contested 85cc (9-13) Modified class. Hepler used smooth, fast riding to earn four moto wins out of the six motos he raced.

Florida wonder kid Davi Millsaps was overwhelmingly dominant in the 85cc (7-11) Stock class. The Suzuki-mounted racer ran off with three moto wins in a spectacular display of his immense talents.

Gene Stull was the kid to beat in the 85cc (14-15) classes, winning five out of six motos in Stock and Modified competition. At the same time, Ohio's Gavin Gracyk was unstoppable in the Supermini divisions, charging to a 1-1-1 performance over Stull's consistent 2-2-2 finishes. Stanley, North Carolina's Josh Summey quite simply owned the 125cc (12-15) Stock and Modified classes. The Kawasaki-mounted racer was six for six, his incredible speed matched by his consistent riding at the challenging, serpentine circuit.

Results

51 (4-6) STK SHAFT: 1. Jacob Renkenberger (Yam); 2. Andrew Langworthy (Yam); 3. Frank Lettieri (Yam); 4. Kyle Goerke (Yam); 5. Shelby Landis (Yam).

51 (4-6): 1. Ian Tretell (Cob); 2. Dylan Slusser (Cob); 3. James Knisley (Cob); 4. Preston Thomas (Cob); 5. Drew Torrance (Cob).

51 (7-8): 1. Devon Pilkington (Cob); 2. Taylor Futrell (Cob); 3. Steven Squire (Cob); 4. Shane Durham (Cob); 5. Clayton Vanmoos (Cob).

65 (7-9): 1. Zach Osbourne (KTM); 2. Tyler Bowers (Kaw); 3. Sean Hackley Jr. (Kaw); 4. Austin Stroupe (Kaw); 5. Devon Pilkington (Kaw).

65 (10-11): 1. Grant Moreland (Kaw); 2. Jason Lawrence (KTM); 3. Mitchell Dougherty (Kaw); 4. Robert Loire (KTM); 5. Patrick Massie (Kaw).

85 (7-11): 1. Davi Millsaps (Suz); 2. Josh Lichtle (Suz); 3. Mitchell Dougherty (Yam); 4. Grant Moreland (Suz); 5. Jay Weller (Suz).

85 (12-13): 1. Broc Hepler (Suz); 2. Matt Goerke (Suz); 3. Nicholas Adams (Kaw); 4. Robert Kiniry (Yam); 5. Shawn Clark (Suz).

85 (9-13): 1. Broc Hepler (Suz); 2. Shawn Clark (Suz); 3. Davi Millsaps (Suz); 4. Josh Lichtle (Suz); 5. Bob Kiniry (Kaw).

85 (14-15): 1. Gene Stull (Suz); 2. Willy Browning (Suz); 3. Micky Marshall (Yam); 4. Donny McGourty (Yam); 5. Chad Ward (Yam).

85 (14-15) MOD: 1. Gene Stull (Suz); 2. Micky Marshall (Yam); 3. Gavin Gracyk (Kaw); 4. Kyle Garro (Hon); 5. Chad Ward (Yam).

105 S/MINI: 1. Gavin Gracyk (Kaw); 2. Gene Stull (Suz); 3. Chad Ward (Yam); 4. Donny McGourty (Yam); 5. Kyle Garro (Hon).

125 (12-15): 1. Josh Summey (Kaw); 2. Jordan Peebles (Yam); 3. Nicholas Adams (Kaw); 4. Chris Whitcraft (Suz); 5. Brian Gray (Yam).

125 (12-15) MOD: 1. Josh Summey (Kaw); 2. Billy Lichtle (Yam); 3. Michael Sigmund (KTM); 4. Ryan Mills (Hon); 5. Matt Barnes (Kaw).

WMN 80-105: 1. Sarah Whitmore (Yam); 2. Leah Cantrell (Suz); 3. Cara Chada (Kaw); 4. Chelsi Dunkelbarger (Suz); 5. Jessye Davis (Kaw).

WMN 125: 1. Angela Keuntjes (Kaw); 2. Shelly Kann (Yam); 3. Jennifer Shultz (Yam); 4. Jessica Snyder (Kaw); 5. Jolene Van Vugt (Kaw).

Why not Vienot?

By B.J. Smith

MILLINGTON, MI, JUNE 13

Four-Stroke Amateur National Champion Jason Vienot stayed close to home to take honors in the 125cc A class at Baja Acres. While his competition did not prove to be too much of a threat, Vienot still charged hard and put together two flawless motos.

Grabbing the holeshot in the first moto was Canada's Marty O'Hara with the outside line. O'Hara, however, was quickly denied the top spot as Vienot and Chris Leuth ducked under O'Hara in the first corner for the lead. Known for his wild determination, O'Hara motored down the fifth-gear straight to regain the lead, only to slide out in the second corner, giving Vienot the lead, which he did not relinquish. Unchallenged, Vienot rode hard the entire six laps to a very convincing victory. Leuth rode a

smooth and steady race for a distant runner-up spot, while Ryan Damm rounded out the top three.

The start of the second moto saw Vienot jump to the front, where he remained to the end. Vienot pretty much carbon-copied his first performance as he charged his way to a sure victory. Once again, Leuth finished second, with Damm in third.

"This is just good practice for the outdoor nationals," stated the always-humble Vienot. "I'm also graduating (high school) within the next week, and I kind of wanted to stay close to home."

Vienot, who placed 30th in the prestigious Mount Morris national, will be looking to earn some points and money at the Red Bud national on July 4.

In a tighter, more exciting race, Brady Becker was the victor in the Intermediate 125cc B class. Becker stayed smooth and kept his cool to place 2-1 for first overall. Frank Jungnitsch bolted into the lead at the start of the initial moto and never looked back. Charging hard, Jungnitsch was obviously determined to win his class and pass as many of the 125cc A riders - who took off minutes before the B class - as possible. With Jungnitsch pulling away on his RM125, the rest of the pack scrambled for the second spot. Brandon Fritts held down second for most of the race while Jamie Beckett, Robby Wheeler and Brady Becker battled wheel to wheel for the number-three spot. Beckett led the trio while 13-year-old Wheeler showed Becker that he was no pushover. Becker took most of the race to get around Wheeler and Beckett, and due to a late-race get-off, Fritts was dispatched by Kawasaki jockey Becker. Well into the 125cc A pack and still charging was Jungnitsch, who finished the race in first. Becker rode to a conservative runner-up spot, with Fritts in third, gracefully trying to regain second. Beckett and Wheeler rounded out the top five.

Results

51 JR: 1. B. Mercer; 2. I. Clements; 3. J. Pesci; 4. D. Moline (KTM); 5. A. Russell (KTM).

51 SR: 1. M. Ross; 2. J. Roberts; 3. T. Hodgeson; 4. S. Daly; 5. K. O'Connor.

51 S/SR: 1. J. Roberts (Yam); 2. A. Ford (Yam); 3. D. Tackett (Yam); 4. M. Foreman (Suz); 5. M. Pierce (Yam).

60: 1. J. Gokee (Kaw); 2. B. Larsen (Kaw); 3. T. Rohn (Kaw); 4. K. Dubay (Kaw); 5. J. Badgley (Kaw).

80 JR: 1. A. Butzin (Hon); 2. A. Harden (Kaw); 3. N. Hiltz (Kaw); 4. B. Cox (Yam); 5. E. Wright (Kaw).

80 SR: 1. R. Bowers (Yam); 2. B. Butzin (Hon); 3. K. Rothgeb (Hon); 4. D. Merrill (Hon); 5. C. Halka (Yam).

80 C: 1. K. Measel (Yam); 2. J. Groth (Kaw); 3. C. Lamont (Hon); 4. C. Bowerson (Yam); 5. K. Savino (Kaw).

125 JR: 1. M. Pilot (Suz); 2. T. Gundlach (Yam).

125 A: 1. J. Vienot (Yam); 2. C. Leuth (Hon); 3. R. Damm (Kaw); 4. M. O'Hara (Yam); 5. A. Zack (Yam).

125 B: 1. B. Becker (Kaw); 2. F. Jungnitsch (Suz); 3. R. Wheeler (Suz); 4. B. Fritts (Hon); 5. R. Gnagey (Yam).

125 C: 1. R. Medina (Yam); 2. M. Wheeler (Yam); 3. P. Hinz (Hon); 4. Derek Wilson (Suz); 5. C. King (Hon).

250 A: 1. M. Glenn (Yam); 2. R. Damm (Kaw); 3. C. Stoley (Hon); 4. J. Kjolter (Kaw); 5. S. Conley (Hon).

250 B: 1. J. Badgley (Suz); 2. M. Cross (Kaw); 3. T. Leblanc (Kaw); 4. W. Zuehlke (Suz); 5. E. Holmes (Hon).

250 C: 1. T. Ross (Hon); 2. D. Day (Kaw); 3. D. Zeller (KTM); 4. J. Johnson (Kaw); 5. J. Bender (Hon).

16-24: 1. J. Avendt (Hon); 2. F. Jungnitsch (Suz); 3. C. Hauser (Kaw).

25+: 1. R. Schulte (Kaw); 2. C. Stoley (Hon); 3. W. Hufton (Hon); 4. G. Sava.

30+: 1. M. Crown (Kaw); 2. C. Pickett (Yam); 3. E. Hieftje IV (Kaw); 4. R. Emerson (Hon); 5. M. Price (Hon).

35+: 1. C. Pickett (Yam); 2. D. Mack (Yam); 3. R. Emerson (Hon); 4. J. Himanek (Hon); 5. M. Marsh (Kaw).

40+: 1. G. Sava (Hon); 2. G. Baird (Hon); 3. M. Teagan (Kaw); 4. D. Curry (Kaw); 5. R. Feucht (Suz).

50+: 1. G. Winonradsky (Kaw); 2. E. Hieftje III (Kaw); 3. W. Foster (Suz); 4. R. McWilliams (KTM); 5. R. Martin (KTM).

NON-CUR: 1. J. Badgley (Suz); 2. L. Shelton (Yam); 3. W. Verpooten (Hon); 4. T. Leblanc; 5. T. Holscher (Hon).

Edgar family smokes Moreland Family MX

By Kevin S. Mitchell

STANTON, MI, MAY 31

Memorial Day was special at Moreland's Motocross, with parade laps and memorial services. The track was in great shape for racing and the weather was perfect.

Morning classes started out with practice at 8 a.m.. Afterward, Moreland's held a memorial service to remember family and friends who have passed on. After the national anthem, riders lined up for a parade lap, with flags attached to their helmets by Moreland's crew. The kids really liked the parade lap, and they were very excited to get started.

Moreland's track crew decided to route the course around the controversial Gravity Cavity jump for the morning classes, as there had been several hard crashes the day before. Most riders either like the jump or hate it, and there are few who have no opinion on the subject.

Victor Edgar of Grand Rapids, Michigan, smoked the Over 30 class on his Suzuki. Edgar's son Connor rode his PW50 to a strong second place overall in the 50cc Beginner class as well.

Austin Nelson of Grand Rapids, who is always a strong threat in 50cc Shaft Drive com-

petition, had a rare breakdown in moto one and failed to finish. He came back strong in moto two, taking fifth overall. Kenneth Regal of Howell, Michigan, took the overall win.

Multi-talented hare scrambles and enduro rider Brad Lowe of Lennon, Michigan, took his KTM to first overall in the Over 40 class. Lowe's son Lucas also competes, riding his PW50 in the popular 50cc Beginner class.

Grant Moreland left his American flag taped to his helmet for the races. The added drag did not slow him down, and he stormed to first overall in both the 60cc and 80cc (7-11) classes.

The afternoon classes also held a memorial service and did a parade lap. It was a spectacular sight as they rode slowly in single file, with American flags proudly flying from their helmets.

Moreland's rerouted the Gravity Cavity jump back in for the afternoon. Afternoon fast-class racers seem to really like the extreme jumps, and they make it look easy.

Jason McDonald of Pontiac, Michigan, dominated both 125cc A and 250cc A on his Suzukis. Another double class winner was Kyle McLeod of Lennon, Michigan, who took the KTM brand to the top spot in 125cc B and 250cc B competition.

After a very long and action-filled three-day racing weekend, the riders, their families and the Moreland's crew prepared to travel home for some much-needed rest.

Results

125 A: 1. Jason M. McDonald (Suz); 2. Nathan J. Miller; 3. Matthew A. Murphy (Hon); 4. Tommy Kirk (Hon).

125 B: 1. Kyle G. McLeod (KTM); 2. Jacob C. Dickerson (Yam); 3. Brian L. Schuiteman (Kaw); 4. Brandon Fritts (Hon); 5. Lonnie Zingg (Kaw).

125 C: 1. Matthew Hayes (Hon); 2. Raymond Medina (Yam); 3. Chad Wolever (Hon); 4. Ryan Micho (Hon); 5. Nick Perry (Yam).

16-24: 1. Chad Miller (Hon); 2. Chad Lesausky (Yam); 3. Joe Mahoney (Hon); 4. Ray Manley (Suz); 5. D.J. Greening (Hon).

25+: 1. Tommy Kirk (Hon); 2. Mark B. Powers; 3. Nick Egle (Kaw); 4. Brad R. Lowe (KTM); 5. Mike Mosher (Suz).

250/OPEN A: 1. Jason M. McDonald (Suz); 2. Chad Miller (Hon); 3. Mark B. Powers; 4. Matthew R. Chick (Hon); 5. Gary A. Radzicki (Kaw).

250/OPEN B: 1. Kyle G. McLeod (KTM); 2. Lonnie Zingg (Kaw); 3. Kenny Ryan (Yam); 4. Chad Lesausky (Yam); 5. Nicholas L. Pierce (Yam).

250/OPEN C: 1. Bruce Charron (Kaw); 2. Matt Ford (Yam); 3. Jason Bonham (Hon); 4. Steve J. Jongsma (Kaw); 5. Richard Lockhart (Suz).

30+: 1. Victor Edgar (Suz); 2. Shane Smith (Kaw); 3. Steve J. Jongsma (Kaw).

35+: 1. Doug Krug (Kaw).

40+: 1. Brad R. Lowe (KTM); 2. Douglas Barrett (Hon).

50 BEG: 1. Jordan Demorest (Yam); 2. Connor Edgar (Yam); 3. Jack Minikey (Yam); 4. Michael Foreman (Suz); 5. Steven Trierneilen (Yam).

50 JR: 1. James Schnaus (Cob); 2. Austin L. Nelson (Lem); 3. Dougie Moline (KTM); 4. Ian Clements (Cob).

50 SHAFT: 1. Kenneth Regal (Yam); 2. Michael Pearson (Yam); 3. Josh Hull (Yam); 4. Isaac Scheid (Yam); 5. Austin L. Nelson (Yam).

50 SR: 1. Brian D. Papst (Cob); 2. Steve Daly (Cob); 3. Chad Cooley; 4. Torin Gunther (Pol); 5. Kyle Regal (Lem).

60: 1. Grant W. Moreland (Kaw); 2. Dustin J. Durbin (Kaw); 3. Joel A. Jager (KTM); 4. Jeff Gokee (Kaw); 5. Brandon Cooley (Kaw).

80 (12-15): 1. Brian L. Schuiteman (Yam); 2. Christopher Schram (Kaw); 3. Andrew Clements (Suz).

80 (7-11): 1. Grant W. Moreland (Suz); 2. Jerry Lorenz III (Yam); 3. T.J. Auten Jr. (Suz); 4. Joel A. Jager (Yam); 5. Dustin J. Durbin (Hon).

80 BEG: 1. Anthony J. Tanner (Yam); 2. Kyle R. Alling (Hon); 3. Marc Manley (Kaw); 4. Nathaniel Bacon (Yam); 5. Sonny Snyder (Hon).

BMBR: 1. Joseph M. Kolanowski (Hon).

NON-CUR: 1. Sean Conley (Hon); 2. Wilbert Verpoortn (Hon); 3. David Fink (Hon); 4. Kevin S. Mitchell (Hus); 5. Scott Hinton (Hon).

WMN: 1. Tristin Hansen (Kaw).

Stewart stalwart at CIMC Hillclimb

By Bud Northrup

NEOGA, IL, JUNE 12

Brent Stewart and Andy Fortner are waging an early-season fast-time war in Districts 15 and 17, each with two so far in Amateur-class action. Fortner even has an additional overall award. Stewart rides a 1998 KTM 380 that has been heavily modified by Jackson Performance, and he claimed five District 17 fast times in 1998 although he rode only 10 times. Fortner also claimed five fast times last year, as did Jason Northrup and Mark Shafer; they all tied for the season Fast Time Award championship. Neither Northrup nor Shafer are in competition yet this year, so Brent Stewart and Andy Fortner are waging a personal duel.

The Central Illinois MC night hillclimb belonged to Stewart, but just barely. Stewart flew his KTM over the top of the steep and tough 100-foot hill in a blazing 2.956 seconds, the only rider to that point to even get close to a two-second time. Fortner was close on his first ride in the 600cc class, blasting over the top in 3.059 seconds. Stewart knew Fortner had a faster ride than he did, so he took his second ride in the 400cc class, hoping to lower his already incredible time. He was fast, as usual, but his 3.020-second time did not help his cause. Fortner's second ride looked like it might have done

the trick - and it nearly did, as he did break into the twos - but his 2.998-second run fell just short of Stewart's winning time.

Steve Dougherty was Stewart's closest challenger in the 400cc class, posting a 3.799-second time on his KTM 380, but he crashed hard at the light, breaking his ankle in the process. Matt Peters, John Potter and Steve Shafer filled out the top five in the class. Butch Fedders, riding a hot-running Yamaha YZ490, pushed Fortner in the 600cc class as he carded an excellent 3.063-second run for second place. Matt Peters took his second third with a nice 3.349-second time on his Yamaha, with Kevin McKay close behind him in 3.410 seconds on his KTM 550 and Mark Goodman Jr. with a 3.535-second run on his CR500.

John Hillard made a fast-time challenge on his Kawasaki triple in the 750cc class with a sizzling 3.059-second second-round victory to take that class win from Jacob Shaffer and his Yamaha twin, and Mark Goodman Jr. was also that close, as he also posted a 3.059-second time in the 250cc class to take that class win on his KX250. Kevin Cappello was a fast second in that class with a 3.278-second time on his Kawasaki.

Results

50 AUTO: 1. Blake Cappello (Lem); 2. Dylan Brady (Suz); 3. Justin Moore (KTM); 4. Troy Skaggs (Lem); 5. Mike Hunsaker (Suz).

85 YTH: 1. Nick Mayo (Hon); 2. Eric Skaggs (Suz); 3. Damon Mayo (Hon); 4. Jacob Tackitt (Yam); 5. Dustin Trent (Kaw).

200: 1. Scott Sheets (Kaw); 2. Chris Rivers (Yam); 3. Becka Williams (Kaw).

250: 1. Mark Goodman Jr. (Kaw); 2. Kevin Cappello (Kaw); 3. Andy Fortner (Suz); 4. Matt Peters (Hon); 5. John Elliot (Hon).

400: 1. Brent Stewart (KTM); 2. Steve Dougherty (KTM); 3. Matt Peters (Yam); 4. John Potter (Suz); 5. Steve Shafer (Yam).

600: 1. Andy Fortner (Hon); 2. Butch Fedders (Yam); 3. Matt Peters (KTM); 4. Kevin McKay (Kaw); 5. Mark Goodman Jr. (Hon).

750: 1. John Hillard; 2. Jacob Shaffer (Yam); 3. Tom Daniels (Kaw); 4. Chris Meier (Yam); 5. Josh Carrier (Tri).

OPEN: 1. Rodney Ridden (Kaw); 2. Buzz Green (H-D); 3. Jacob Bailey (Tri); 4. Steve Shafer (H-D); 5. Scott Sheets (H-D).

SR: 1. Kevin McKay (Kaw); 2. Bob Fisher (H-D); 3. Gayle Jenkins (Hon); 4. Mark Goodman Sr. (Hon); 5. Richard Potter (Yam).

PROD: 1. Bob Fisher (H-D); 2. Jacob Bailey (Tri); 3. Randy Green (H-D); 4. Tim Wiggins (Tri); 5. Steve Shafer (H-D).

STK: 1. Steve Shafer (Kaw); 2. Mike Pulver (Suz); 3. Doug Campbell (Yam); 4. Chris Rivers (Kaw); 5. Mark Briggs (Hon).

Lawson, Spearing rip to Glen Helen Motocross wins

By Bob Alloy

SAN BERNARDINO, CA, JUNE 12

The Riverside OTMX races were held at Glen Helen, and fortunately the massive pileup of Expert classes at the uphill jump during moto one that resulted in the black-flagging of the race and the restarting of the moto was not an indicator of how the day would play. After that incident, everything went according to plan, and 30 racers were grateful.

Master B racer Ron Lawson was well into the lead when the first moto had to be called off and restarted. He again took the lead with a holeshot, and he led every lap for the moto win while Dennis McAdam flew in with second place.

McAdam put his Suzuki into the lead in moto two and dominated the track while Lawson was moving up through the pack from last place. Lawson kept on the power, maneuvered past McAdam on lap seven and beat him to the finish for the win.

George Spearing gassed his Kawasaki into the front and led all the other Experts until lap three. Spearing went down and Dave Wallace took over and stretched his lead all the way for a first at the checkers. Spearing was in last position after he remounted, but he wasted little time and quickly moved up to take a well-earned second.

Rod Ruder maneuvered past two downed Experts for the lead in moto two and held back the others until hard-charging Spearing sliced his way through the pack and pressured him on lap four. Spearing kept his lead for three more laps to wrap up the win, followed by Ruder in second.

Amateur Drew Immiti led 11 others at the first turn, and as the moto wore on, his fast pace proved to be unbeatable and brought him the top spot. Barry Hale followed Immiti in second place until lap two, when Randy Bruce turned up the wick and slipped past. Bruce controlled his lead for three more laps until the fast-moving Hale powered by and ran with it all the way to ensure himself of second place, leaving third place to Bruce.

Again Immiti came out with the lead in moto two, but this time he was challenged by Bruce, who powered past him on lap four. Bruce made his lead stick all the way to the checkered, followed by Immiti in second and Gary Eaker slotting in with third.

Barry Simon managed to hold off Sam English and take home the big win in the Novice

Johann Johnson exits out of the Woods Corner at Moreland's pee wee track in Stanton, Michigan.



race. It was no easy feat, however, as English raced at his rear wheel and hounded him for seven laps.

Things were going all Simon's way in the second moto until he stalled his KTM on lap five on an off-camber section of the track. The mishap gave English, who had worked his way up from a poor starting position, the opportunity to pass and clinch his win. Simon was there for second.

Results

MSTR B: 1. Ron Lawson (Hbg); 2. Dennis McAdam (Suz).

EX: 1. George Spearing (Kaw); 2. Rob Ruder (Yam); 3. Dave Wallace (Kaw).

AM: 1. Drew Immiti (KTM); 2. Randy Bruce (Hon); 3. Barry Hale (KTM).

NOV: 1. Sam English (Kaw); 2. Barry Simon (KTM).

Swink, Kitsch put on a show at Moreland's Motocross

By Kevin S. Mitchell

STANTON, MI, MAY 30

Brian Swink and John Kitsch II put on a fantastic show at Moreland's Motocross, which had an excellent turnout of 277 riders, along with a huge crowd of family and spectators, for their second race of the Memorial weekend. Carl and Irene Moreland were at their post at the front gate, greeting riders as they came in for the day's activities. Mark Moreland was hard at work with track prep, as other Moreland family members were working at the sign-up and concessions areas.

Terry Piggott of Ionia, Michigan, had a fierce battle with Kevin Mitchell of Blanchard, Michigan, in the Dry Dogs class. Piggott was riding his very clean 1981 Maico 490.

"I was really trying to beat Mitchell, as we have been battling in the Michigan Vintage Motocross Series," said Piggott. "After I won the first moto, I remembered that Mitchell told me he had entered the Non-Current class that started at the same time. So I rode really hard when I did not have to."

Piggott took it easy in the second moto, as he had a stiff neck from coming up short on the Gravity Cavity jump.

The big news in the afternoon classes was the appearance of Brian Swink and John Kitsch II. Swink, who has stated that he will return to the Pro racing in 2000, completely dominated the 250cc A and Over 25 classes on his Honda. Swink drew a huge crowd to the covered pavilion, as spectators flocked to see him ride. Swink corners faster than many riders go down the straights. He kept his bike flat out around Moreland's demanding course. As for the new Gravity Cavity jump, which many riders barely make, Swink turned it into a triple jump, as he flew so far that he cleared the top jump and the next jump.

Kitsch borrowed a friend's bike and rode in 125cc A competition. He just took it easy, but he sure put on a show for the crowd with his aerial antics. Kitsch had a large bag of tricks, doing heel-clickers and nac-nacs, among other tricks.

Results

50 BEG: 1. Jordan Demorest (Yam); 2. Michael Foreman (Suz); 3. Jack Minikey (Yam); 4. Steven Trierneilen (Yam); 5. Louren Moline (Yam).

50 JR: 1. James Schnaus (Cob); 2. Austin L. Nelson (Lem); 3. Steven Halberstadt (Lem); 4. Cody Wethington (KTM); 5. Dougie Moline (KTM).

50 SHAFT: 1. Austin L. Nelson (Yam); 2. Isaac Scheid (Yam); 3. Michael Pearson (Yam); 4. Dougie Moline (Yam); 5. Brandon Dickson (Yam).

50 SR: 1. Brian D. Papst (Cob); 2. Matthew R. Adrian (Cob); 3. Michael Ross (Cob); 4. Matt Watson (Cob); 5. Steve Daly (Cob).

60: 1. Grant W. Moreland (Kaw); 2. Dustin J. Durbin (Kaw); 3. Josh Radi (Kaw); 4. Brandon Cooley (Kaw); 5. Joel A. Jager (KTM).

80 BEG: 1. Anthony J. Tanner (Yam); 2. Kyle R. Alling (Hon); 3. Kyle Durham (Hon); 4. Casey Erridge (Yam); 5. Eric Sava (Yam).

80 (7-11): 1. Josh Lichtle (Suz); 2. Grant W. Moreland (Suz); 3. Eric S. Miller (Suz); 4. Dustin J. Durbin (Hon); 5. Brian D. Goodricke (Yam).

80 (12-15): 1. Brad Smith (Hon); 2. Nathan Barrett (Kaw); 3. William M. Hicks (Hon); 4. Christopher Schram (Kaw); 5. Mark Neumann (Kaw).

125 JR: 1. Billy D. Lichtle (Yam); 2. Ryan P. Wilson (Yam); 3. Brian L. Schuiteman (Kaw); 4. Brandon Mussinski (Suz); 5. Chas M. Alling (KTM).

125 A: 1. Doug Iddings (Hon); 2. Daren G. Alvesteffer (Hon); 3. Matthew M. Martin (Yam); 4. Steve Sweet (KTM); 5. John Kitsch II (Suz).

125 B: 1. Joey Dell Sly (Hon); 2. Kyle G. McLeod (KTM); 3. Willy A. Vander Haar (Suz); 4. Rich Powell (Yam); 5. Brandon Fritts (Hon).

125 C: 1. Troy Bloomquist (Hon); 2. Corey Urbain (Yam); 3. Ryan Micho (Hon); 4. Raymond Medina (Yam); 5. Jonathan Gale (Yam).

250/OPEN A: 1. Brian Swink (Hon); 2. Daren G. Alvesteffer (Hon); 3. Gary A. Radzicki (Kaw); 4. Jeremy D. Hughson (Yam).

250/OPEN B: 1. Kyle G. McLeod (KTM); 2. Joey Dell Sly (Hon); 3. Kevin Smith (Hon); 4. Nic Manion (Hon); 5. Kenny Ryan (Yam).

250/OPEN C: 1. Charles J. Davenport (Hon); 2. Andy Korthan (Hon); 3. Daniel Krick (Hon); 4. Bruce Charron (Kaw); 5. Jeff Connors (Yam).

16-24: 1. Jeremy D. Hughson (Yam); 2. Jeff Custafson (Suz); 3. Thomas Westveld (Suz); 4. D.J. Greening (Hon); 5. Joe Mahoney (Hon).

25+: 1. Brian Swink (Hon); 2. Gary A. Radzicki (Kaw); 3. Ryan W. Geister (Suz); 4. Jay Mowl (Kaw); 5. Nick Egle (Kaw).

30+: 1. Geno L. Olsavick (Yam); 2. Sidney Martin (KTM); 3. Brian Bennett (KTM); 4. Victor Edgar (Suz).

35+: 1. Bruce Clary (Kaw); 2. Daniel W. Chapel (Yam); 3. Frederick Mervau (Kaw); 4. Scott Neros (Hon); 5. Doug Krug (Kaw).

40+: 1. Gary Sava (Hon); 2. Brad R. Lowe (KTM); 3. Randy Stephenson (Hon); 4. Douglas Barrett (Hon); 5. Stanley E. Salter (Yam).

50+: 1. Richard L. Martin (KTM); 2. Cecil Miller (Suz).

BMBR: 1. Mark P. Border (Hon); 2. Michael R. Watson (Kaw).

DRY DOGS: 1. Terry Piggott (Mai).

NON-CUR: 1. Bruce Clary (Kaw); 2. Sean Conley (Hon); 3. Wilbert Verpoortn (Hon); 4. Kevin S. Mitchell (Hus); 5. Richard Collins (KTM).

VINT: 1. Mike Vancamp (Yam).

WMN 125: 1. Linda Miller (Hon); 2. Brandy Chupp (Kaw).

DiVittorio victorious at YSR

By Jeff Arend

CIRCLEVILLE, OH, JUNE 13

Jim DiVittorio III dominated the Stock, Supersport and Superbike race action at round three of the Ohio YSR League series at Circleville Raceway Park. He took home first place in both Novice Stock and Superbike and finished second overall behind Dave Rittner in the hotly contested Supersport class. By doing so, he scored enough points in a single day to earn a transfer to the Expert ranks.

In the final sprint race, DiVittorio and Bart Bauer inadvertently collided on lap seven, snapping off DiVittorio's brake lever. Undaunted, DiVittorio soldiered on for the final three laps to finish first despite having a virtually unusable front brake. He remarked after the race that it did not really bother him much, as he preferred to use the rear brake anyway.

Bauer and DiVittorio battled all day long in both the Supersport and Superbike classes, with Bauer winning the first sprint in both classes but coming up just short in the second sprint of Superbike and being knocked out of action by the collision in the final Supersport sprint.

Nick Bucksar, the lone Expert rider present on Sunday, traveled all the way from Philadelphia to place first in handicapped competition against the Novice racers in both the Stock and Supersport classes.

Results

50 S/BK NOV: 1. Jim DiVittorio III; 2. Bruce Bauer; 3. Jeff Newsum; 4. Dave Rittner; 5. Joe Gauthier.

50 S/SPT NOV: 1. Dave Rittner; 2. Jim DiVittorio III; 3. Bruce Bauer; 4. Jeff Newsum; 5. Jeff Arend.

50 STK NOV: 1. Jim DiVittorio III; 2. Joel Hammond; 3. Joe Gauthier.

CYCLE NEWS

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MOTOCROSS

(#7) The Evolution of Motocross

Gary Semics has put together the story of motocross's early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95-minute video from Gary Semics Video. \$42.95

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Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. \$42.95

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The definitive video review of the 1992 AMA National 125, 250 & 500cc Motocross Series. Narrated by Larry Maier; 90 minutes from Powersports Video. \$34.95

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New to Motocross? Here's everything you need to set you up for this popular sport, from starting out to choosing bikes & equipment, what kind of clubs to join, top action & rider interviews, past heroes and modern supercross. 55 minutes from White Star/Duke Video. \$34.95

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Everts, Tortelli & Bervoets lead the way through a nail-biting series that will keep you hooked from start to finish. Includes excellent commentary. 90 minutes from White Star/Duke Video. \$34.95

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1997's rivalry between Chiodi & Puzar led to some great battles across mud & sand around the world. Features every round. 90 minutes from White Star/Duke Video. \$34.95

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The world's biggest motocross talents gathered in Belgium to fight for the ultimate crown. Witness what really happened the year America lost MXdN honors. 90 minutes from White Star/Duke Video. \$34.95

SUPERCROSS

(#325H) Bar to Bar

Jeff Emig swipes the #1 plate away from Jeremy McGrath. See the best talent on the planet go "Bar to Bar" in this review of the entire 1997 AMA Supercross Series. Great behind-the-scenes footage and intense racing, one of the best Supercross Series ever! 70 minutes from X-Factor. \$19.95

(#325I) Bar to Bar 2

The Quest for Victory...is in your face racing, featuring the best riders on the planet. Relive the whole 1998 Supercross season with your favorite riders like Jeremy McGrath, Ezra Lusk, Kevin Windham, Jeff Emig, Larry Ward, John Dowd, Ricky Carmichael, Doug Henry and many others. 60 minutes from X-Factor. \$19.95

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(#106A) 50 Years of Daytona

400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. \$22.95

(#213) The Roads of Colorado

Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. \$29.95

(#230) Ride America: Highway 1

California's legendary Highway 1 is still one of the great challenges for the street riding motorcyclist. This ride takes you from the Golden Gate Bridge through some of the most undeveloped and least populated areas in California. Ride with journalist Charles Everett, World Speedway Champion Bruce Penhall and others from San Francisco on north through the twists along Highway 1. 60 minutes from Peter Starr Productions. \$24.95

(#231) Ride America: The Million Dollar Highway

Experience the wonder and beauty of Colorado's Million Dollar Highway in the colorfest season - golden aspen trees, blue skies and clean crisp air greet you as you head north on the 130 mile ride from Durango to Telluride. Join Bobby Unser, Bruce Penhall, Malcolm Smith, Wally Dallenbach and friends as they ride a variety of BMW's through the heart of the San Juan Mountains. 60 minutes from Peter Starr Productions. \$24.95

(#1293) Postcard from Daytona

Join the millions who make this the world's biggest & most colorful Hog party. Cruise Main Street and Daytona Beach & check out demolition derbies, stunt demos, and sunburned tourists...everything that happened away from the racetracks during Bike Week '96. 61 minutes from White Star/Duke Video. \$34.95

ROAD RACING

(#1492) 1992 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1519) 1993 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1541) 1994 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1559) 1994 Bike GP 125/250 Series Review

120 minutes from White Star/Duke Video. \$34.95

(#1561) 1995 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1579) 1995 Bike GP 125/250 Series Review

120 minutes from White Star/Duke Video. \$34.95

(#1705) 1996 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1580) 1996 Bike GP 125/250 Series Review

120 minutes from White Star/Duke Video. \$34.95

(#1721) 1997 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1581) 1997 Bike GP 125/250 Series Review

120 minutes from White Star/Duke Video. \$34.95

(#1722) 1998 Bike GP 500 Series Review

Relive the very best of the '98 FIM World C'Ship 500 GP season in this official, 3-hour review. Features all of the top action on the track, from the air, and on the bikes, this video captures the story of another legendary Doohan season, now the second most successful GP racer ever behind Italian legend Giacomo Agostini. 180 minutes from White Star/Duke Video. \$34.95

(#1704) 1998 World Superbike Series Review

Three hours of action and season highlights on and off the track. The best of the racing, equipment, personalities and tracks throughout the season when Ducati's King Carl Fogarty once again reigned supreme. 180 minutes from White Star/Duke Video. \$34.95

(#41) Bike Experience

Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. \$34.95

(#1490) On-Bike GP Experience

Race with the best riders of the '92 GP season as the pack give chase just inches away from the camera! Superb sounds of GP bikes in action in full stereo, with rider voice-overs. 65 minutes from White Star/Duke Video. \$34.95

(#1576) On-Bike GP Experience 2

All-action compilation of the best 1990's on-bike recordings right up to the last GP of '96. Jump into the hot seat with Doohan, Criville, Cadalora, Kocinski, Rainey, Schwantz, etc. as Randy Mamola's commentary guides you around all the famous circuits. 75 minutes from White Star/Duke Video. \$34.95

(#1537) On-Bike Nurburgring Experience

A rare chance to "ride" this demanding German circuit & learn how the experts do it, then ride with Helmut Dahne on the fastest on-bike lap of the "Ring" ever recorded. 55 minutes from White Star/Duke Video. \$34.95

(#1480) Best Bike GPs of the Decade

Re-live not just the best action from the '80s, but also the 10 very best races as chosen & presented by the stars themselves: Rainey, Schwantz, Mang, Haslam, Gardner, Pons, Mamola, Lawson, Roberts and Sarron. 55 minutes from White Star/Duke Video. \$34.95

(#1494) Rainey's Year: 1992

Fascinating insights into the workings of a top GP team as the triple World Champ's greatest season unfolds under the guidance of Kenny Roberts. Follow them from testing to the final victorious race. 75 minutes from White Star/Duke Video. \$34.95

(#1521) Schwantz: World Champion 1993

He may be gone from the scene - but there's no way you can forget him! Here's King Kevin on his way to winning his first World Championship, with music from Queen, brilliant race action and intimate off-track footage. 60 minutes from White Star/Duke Video. \$34.95

(#1916) 1997 AMA Superbike Series Review

Get your engines fired up as you relive this season of spectacular action. From Laguna Seca to Colorado springs to the amazing round at Sears Point. See incredible footage of each round as Mat Mladin, Miguel Duhamel and Doug Chandler battle for supremacy. All the action is here in this comprehensive 1997 review. 48 minutes from White Star/Duke Video. \$34.95

(#5903) Champion: Kenny Roberts

A profile of the racing career of the legendary Kenny Roberts. 69 minutes from White Star/Duke Video. \$34.95

(#5904) Champion: Barry Sheene

A profile of the racing career of British GP star Barry Sheene. 65 minutes from White Star/Duke Video. \$34.95

(#5932) Champion: Mick Doohan

A profile of the racing career of Australian GP star Mick Doohan. 65 minutes from White Star/Duke Video. \$34.95

(#5901) Champion: Geoff Duke

A profile of the racing career of the legendary Geoff Duke. 59 minutes from White Star/Duke Video. \$34.95

(#5902) Champion: Giacomo Agostini

A profile of the racing career of legendary Italian GP champ Giacomo Agostini. 75 minutes from White Star/Duke Video. \$34.95

(#5900) Champion: Mike Hailwood

A profile of the racing career of legendary British champion Mike "The Bike" Hailwood. 60 minutes from White Star/Duke Video. \$34.95

(#5956) Champion: Phil Read

A profile of the racing career of legendary Phil Read. 70 minutes from White Star/Duke Video. \$34.95

(#1540) Cutting Edge Bikes

Former racer Mat Oxley tests the championship GP machines of '94 including Mick Doohan's 500cc Honda, Biaggi's 250cc Aprilia, and Sakata's 125cc factory Aprilia. 72 minutes from White Star/Duke Video. \$34.95

ISLE of MAN TT

(#1070) History of the Isle of Man TT

A unique and definitive 3-part video history of the world's most famous motorcycle races, specially commissioned from David Wood, whose archive material is simply unsurpassed. Every Senior race winner is featured and there is action footage from the very first races and every event from 1920 to 1996. A 3-tape collection every TT fan will cherish for years to come. (Part 1: The Early Years 1907-39; Part 2: The Championship Years 1947-76; Part 3: From Strength to Strength 1977-96). 216 minutes total, from White Star/Duke Video. \$69.95

(#1002) TT Tribute

Rare footage and a must for Mike Hailwood fans. Diamond Senior '67 was one of the most thrilling TT races ever, with Hailwood on the ill-handling Honda 4 vs the Agostini. Winning Formula 79 covers Hailwood's 14th TT win. 60 minutes from White Star/Duke Video. \$34.95

(#1055) Golden Mountain

Two memorable Hailwood years on one video. 1961 was a wonderful record of his stunning TT Jubilee Year debut. The 1963 Senior TT cast Hailwood vs. Hartle & Read in the last glory days of Norton, Matchless, AJS...52 minutes from White Star/Duke Video. \$34.95

(#1296) Mad Sunday: The Fans' TT

The other side of this magic motorcycle festival, from pubs to bands, street parties, sand racing, club meets, and lots more. 60 minutes from White Star/Duke Video. \$34.95

(#5554) On-Bike TT Experience

"Addictive", "exhilarating", "breathtaking" - just some of the reactions we've had to this unique series which lets you "ride" the fearsome 10M TT circuit on a variety of '90s machinery. Features solo & sidecar footage, stereo bike sounds and rider commentaries. 85 minutes from White Star/Duke Video. \$34.95

(#5559) On-Bike TT Experience 2

Live the TT in over an hour of superb on-bike and sidecar action. 80 minutes from White Star/Duke Video. \$34.95

(#5563) On-Bike TT Experience 3

The way it really looks from the rider's eye view around the eye of man...bloody frightening! Features for the first time, on-screen data logging. Scary and totally compulsive - see for yourself why the TT is a road race like no other. 89 minutes from White Star/Duke Video. \$34.95

(#1285) 1992 Isle of Man TT

A TT that British bike fans will long savor thanks to Hizzy's Senior victory on the Abus Norton and Carl Fogarty's outright record of 123.61 MPH on the last riveting, nail-biting lap. 105 minutes from White Star/Duke Video. \$34.95

(#1288) 1993 Isle of Man TT

Watch Hailwood's TT record fly out the window as Joey Dunlop scores his 15th win. 105 minutes from White Star/Duke Video. \$34.95

(#1295) 1994 Isle of Man TT

"The 11th Milestone"...best action from every race & on-bike footage in nearly every class (including the fastest-ever with Steve Hislop). 120 minutes from White Star/Duke Video. \$42.95

(#1300) 1995 Isle of Man TT

"Smokin' Joey"...full scorching story of Joey Dunlop's claim to "most successful TT rider ever". 146 minutes from White Star/Duke Video. \$42.95

(#1601) 1996 Isle of Man TT

"Natural Born Winners"...the longest-ever TT long review, bursting with great action, on-board cameras, chat and TT "color" in one big program. 151 minutes from White Star/Duke Video. \$42.95

(#1604) 1997 Isle of Man TT

"Blazing Saddles"...Over 2 hours of scorching 90th anniversary race action filmed trackside, on-bike and from the air, backed by a thundering soundtrack. 140 minutes from White Star/Duke Video. \$42.95

(#1606) 1998 Isle of Man TT

"Brave Hearts"...Over 2 hours of courage and bravery. This full coverage video takes you down to road level with awesome curb-cam shots to give you a frightening picture of machines coming at you at 180 mph. Of course it also comes with all the crazies at the street party. 140 minutes from White Star/Duke Video. \$42.95

TRIALS

(#2043) This Is Motorcycle Trials

Packed with advice for beginners from maestros Sammy Miller and Steve Colley, also full of history and interesting info for developing riders. 60 minutes from White Star/Duke Video. \$34.95

(#2056) This Is Advanced Motorcycle Trials

World Championship Techniques are demonstrated and explained by 1997 Trials des Nations winner Steve Colley, including 180-degree turns, back-wheel balancing and other advanced moves. 62 minutes from White Star/Duke Video. \$34.95

(#2047) Extreme Trials with Steve Colley

This brilliant tape offers one-to-one tuition from one of the world's leading trials exponents on mastering the most difficult maneuvers imaginable. 60 minutes from White Star/Duke Video. \$34.95

(#2057) Trials Superstars

The world's best in action at the 1996 Sheffield Indoor Arena Trial. 55 minutes from White Star/Duke Video. \$34.95

(#2062) 1999 Sheffield Arena Trial

At the prestigious first world-class trials event of '99, Dougie Lampkin came to Sheffield to defend his World Championship crown against Cobos, Colomer, Bilbao, Jarvis, Colley and Kuroyama. Amazing bike control, balance and atmosphere...65 minutes from White Star/Duke Video. \$34.95

(#116) Geoff Aaron: Balancing Act

An extreme trials video featuring US Trials hero Geoff Aaron. If you've seen his shows, this is the only way to show your friends the talent and amazing moves of professional trials. 60 minutes from Impact Video. \$24.95

SPEEDWAY

(#45H) 1998 U.S. Speedway National C'Ship

In a one-night, winner-take-all format, for the 29th consecutive year, the top 16 speedway racers from the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders and Terry Clanton call the action from the famous bullring. Features the best in the US! 60 minutes from RAZ Video. \$29.95

(#5950) Champion: Barry Briggs

A career profile of legendary British world champion speedway racer Barry Briggs. 75 minutes from White Star/Duke Video. \$34.95

DIRT TRACK

(#182) Smooth Moves

A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr duelled all year for the title. 60 minutes from Missing Link Video. \$34.95

(#183) Ricky Graham: The Career Year

"Ricky G" is a tribute to one of the greatest Grand National motorcycle racing seasons ever and the man who wrote dirt track racing records. In 1993, Ricky Graham showed the world that he was indeed one of the best Grand National racers of all time. 38 minutes from Chet Burks Productions. \$19.95

VINTAGE

(#118) Enduring Memories

Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how the bikes changed the sport in just five years. 45 minutes from Missing Link Video. \$34.95

(#1007) Against the Odds: Jarno Saarinen

The only film made in the '70s which chronicled the short, dazzling career of one of the most talented motorcycle racers of all time. 75 minutes from White Star/Duke Video. \$34.95

(#1027) Multi-Cylinder Magic

MV Agustas, Benelli & the Honda-6, back on the tracks of Europe in '95 with the men who made them famous. A real treat for the eyes and ears! 70 minutes from White Star/Duke Video. \$34.95

(#1602) TT Classic Magic

A nostalgic celebration of classic TT sights and sounds. Includes highlights of Moto Guzzi's 75th anniversary gathering, the '96 Classic Parade, VMCC rallies, club meets and unique on-classic-bike camera footage. 85 minutes from White Star/Duke Video. \$34.95

(#1258) Classic Superprix '89

Join Surtees, Taveri, Minter & Marshall at the largest gathering of ex-works GP bikes since the '50s - MV's, Gilera, the supercharged '39 AJS V-4 & Porcupine and the only running Honda-6 & Norton Cosworth! 52 minutes from White Star/Duke Video. \$34.95

(#1292) Daytona Classics '96: Return of the Legends

Soak up the unique flavor of the big AHRMA Monday at Daytona International Speedway with Duke and Gilera, BMW's Battle of the Legends, Stroud on the Britten, on-bike Harley footage and more. 60 minutes from White Star/Duke Video. \$34.95

(#8) Castrol History of Motorcycle Racing

Three-volume series from the David Wood archives of world-class motorcycle road racing. Volume 1: How It All Began & the TT (62 minutes); Volume 2: Birth of the GP & the Japanese Arrival (73 minutes); Volume 3: The Other Champions & Pressure, Money and the Need to Win (65 minutes). From White Star/Duke Video. \$99.95

(#1069) Classic Racer Experience

Here's your chance to join Dave Roper around the Isle of Man TT circuit on a Matchless G50 with all the classic sounds and sights on the big single. 30 minutes from White Star/Duke Video. \$29.95

(#1034) V-Four Victory

A seriously addictive all-time best-seller with action from the '83 Ulster GP and Honda vs. Suzuki "megabike" challenge, plus a classic mind-blowing lap of the TT course with Joey Dunlop. 50 minutes from White Star/Duke Video. \$29.95

(#1090) Old Indians Never Die

A rare treat for Indian fans, tracing the story of a devoted group of Indian riders and their bikes on an epic rally from the US to Scotland. Also packed with wonderful bike talk and nostalgic archive footage. 38 minutes from White Star/Duke Video. \$34.95

(#144) Vintage Cycle Journal

The first in a series from the Machines of Iron collection, this video takes you to The Shop's annual vintage motorcycle rally in Ventura, California for a close-up look at these machines and the men who collect them. 37 minutes from Spinnaker Productions. \$24.95

ENDURO & DUAL SPORT

(#77) 1989 International 6-Day Enduro

The 64th Annual ISDE from Walldum, West Germany. 60 minutes from Powersports Video. \$34.95

(#95) Paris To Dakar 1989

For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. \$34.95

(#190) 1993 LA to Barstow to Vegas

Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from NPG & Company. \$34.95

(#210A) 1994 Colorado 500

Join celebrities such as Malcolm Smith & Wally Dallenbach for this famous 1000-mile trail ride through Colorado's small towns and Rocky Mountains in late summer '94. 90 minutes from L&M Productions. \$29.95

(#210B) 1995 Colorado 500

A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. \$29.95

(#211) 1994 Cycle News Loretta Lynn DS Ride

Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. \$29.95

(#10A) Crusty Demons of Dirt 2

This sequel is loaded with hard core riding, jumping, and aerial insanity, all set to a skate/rock soundtrack. Watch these riders go off!...Jeremy McGrath, Jeff Emig, Seth Enslow, Mike Metzger, Ryan Hughes, Joel Albrecht, Mike Healey and more. Locations include California, Oregon, South Africa, Namibia and Mexico. 40 minutes. A Freshwound Film distributed by Fox Video. \$29.95

(#10B) Crusty Demons of Dirt 3

Freshwound Films' '97 edition of the title that launched a thousand freestyle videos. Includes footage of Pestrana, Dymond, Seth Enslow, Hughes, Lawrence, Metzger, Stephenson, Goodman, Linkogle, Deegan, Rusty Setzer and Bubba, all with insane great stunts. Filmed around the world including Brazil, Florida and California. 35 minutes from Fox Video. \$24.95

(#10C) Crusty Demons of Dirt 4

"God Bless the Freaks"...The most high-powered soundtrack ever backs the '98 edition of the series that started it all...exotic on-location footage from Costa Rica, Panama, Italy, France, plus Colorado, Utah, Las Vegas, and New Jersey. 40 minutes by Freshwound Films, from Fox Video. \$29.95

(#179A) Bike Wars

The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. \$29.95

(#85) Gary Rothwell: Showtime

Gary Rothwell brings you the ultimate superbike stunt experience on this "official" video. Packed with high-speed wheelies, donuts, stoppies and includes Rothwell's 143MPH "Ski" record, this is a "must-have" tape. 30 minutes from X-Factor. \$29.95

(#120) Terrafirma

The original big-air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. \$24.95

(#120A) Terrafirma 2

Incredible footage of Jeremy McGrath, Doug Henry, Steve Lams, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmitz. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. \$29.95

(#120B) Terrafirma 3

Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee. You'll see all the big names in motocross: Jeremy McGrath, Lusk, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Carmichael. Over 30 minutes from Fox Video. \$29.95

(#120C) Terrafirma 4

Produced by renowned snowboard filmmaker Mike Hatchett, filmed at secret locations in Chile and Canada. Other sites include Montana, Washington, Las Vegas, Southern California, Florida and the Bay Area. Riders include: McGrath, Metzger, Lusk, Windham, Torronteras, Carey Hart, Guy Perrette, Ian Paulik, Brian McGavran, and Andy Bowyer. Music by Testament, MD. 45, and Primus. 35 minutes from Fox Video. \$29.95

(#120D) Terrafirma 5

Mike Hatchett returns with the state of the art in the Terrafirma Series; shot entirely on 16mm film (in stereo) in '98 for '99 release, features a variety of riding styles (MX Nationals, trials, Hillclimb, USSX & Freeriding), terrain, locations (Canada, U.S., France), challenges, experiments and competitions. 43 minutes from Fox Video. \$29.95

(#121) FLY

The spring '96 release from Fox...featuring Fox stars McGrath, Bradshaw, Metzger, Henry, Dowd, Windham, and Serge Guidetti, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. \$29.95

(#122) Air Raid

The first and foremost ragin' hardcore footage in motocross, freestyle, wakeboard, BMX and surfing ever compiled in one video. Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogfights, with an awesome soundtrack. 35 minutes from Fox Video. \$29.95

(#123) Jeremy McGrath / Steel Roots

Highlights McGrath's incredible freestyle ability and his lifestyle as he shreds his way around the U.S. throughout 1997. Insider look at candid and fun clips of McGrath, along with buds Jimmy Button, Mike Metzger, Guy Cooper, Grayson Goodman and Ryan Hughes. 35 minutes from Fox Video. \$24.95

(#124) Airstyle

Highlights from the '98 Free Air Festival of Freestyle MX Tour...3 FAF Tour stops, 3 Seth Enslow stunt jumps, and hysterical rider interviews. A 4 Lead Entertainment Film, features the soundtrack it deserves. 60 minutes from Fox Video. \$29.95

(#125) Children of a Metal God

Gregg Godfrey (producer of Legends) produces a video that mixes the old "Endless Summer" style with a cross-country MX & off-road "road trip." Filmed in California, Idaho, Montana, Utah and Florida. The opening segment alone is worth the price of this 42-minute film from Fox Video. \$29.95

(#87) Team X-Trem: Vol. 1 Todd & Lori Colbert

Exclusive footage featuring Todd Colbert's daring wheelies, burn-outs, pavement skiing, double stunts and more! Watch Lori Colbert, the first female pavement skier in the world. Hold on to your handlebars for this unbelievable, high energy motorcycle stunt performance. 30 minutes from X-Factor. \$29.95

(#110) Dirty Deedz

A freestyle motocross video from Down Under. Featuring some of Australia's top motocrossers like Ben Jones, Danny Ham, Sam Jones, Paul Timmins, Clint Debnar and others. Some of the locations include Orange, Clarence, Barindine, Colo, Stockton, and Caltai. Also some crazy music by Pro-Pain, Channel Zero, Souls at Zero and Method of Destruction. 41 minutes from Impact Video. \$29.95

(#130) Performance Bikes: Video Nasty

Britain's biggest motorcycle magazine goes to video with a variety of sick, stupid, funny and dangerous ways of testing the fastest sportbikes on the continent. Features include viewers' crash videos, stuntmaster Gary Rothwell performing on his superbike, trials ace Jason Finn, group tests of 900 and 600 superbikes, the '96 Frenzy event, and more extreme superbike wheelies and stoppies than should be allowed on any pavement tape. 55 minutes from X-Factor. \$29.95

(#130A) Performance Bikes: Video Nasty 2

The PB guys do it again with 170 mph insane road action. Also an on-bike camera while a guy is doing 140 mph on a Paris freeway during rush hour traffic. Lots of the readers' home videos including a police chase, tire shredding burn-outs and goons doing wheelies on pizza delivery mopeds. Contains explicit language and content not appropriate for minors. 55 minutes from X-Factor. \$29.95

(#130B) Performance Bikes: Video Nasty 3

"Lost in France" is the story of four bikes and four riders on a mad tear-up across France aboard the fastest bikes of '98, put to the test the way only Performance Bikes will. Insane road speeds and flat-out around a race track, also more of their readers' certifiable home videos. Contains explicit language and content not appropriate for minors. 57 minutes from X-Factor. \$29.95

(#131) Disturbing the Peace

SMP presents a film by Pat Solomon that includes Seth Enslow, Jeff Emig, Brian Manley, Mike Jones, Larry Linkogle, Tim Ferry, Anthony Pocarobba and more, with bizarre claymation scenes throughout. Soundtrack includes Suicidal Tendencies, Bad Religion, NOFX, Sublime and more. 35 minutes from X-Factor. \$29.95

(#132) Moto-xXx

The debut video from Quick Fix Films featuring Mike Metzger, Kyle Lewis, Tommy Clowers, Brian Deegan, Jeff Emig and a whole cast of sick monkeys. Music by Lagwagon, Snuff, Good Riddance, NOFX, Strungout and more. Contains some explicit language and situations. 30 minutes by Quick Fix Films from X-Factor. \$29.95

(#132A) Moto-xXx 2: Hellraisers

Quick Fix Films presents the sequel to the original Moto-xXx...living up to its image, this one's even more crazy than the first. Riders include Swink, Huffman, Taylor, Pichon, Willoh, Linkogle, Rencada, Pingree, Ramsey, and more. 32 minutes from X-Factor. \$29.95

(#132B) Moto-xXx 3: It's All for You

The '99 version of the outcontrol original. Includes highlights from the '98 Warped Tour, the debut of Motogolf, mixed in with the top freestyle crew make this one better than Grandma's cockin'. 43 minutes by Quick Fix Films from X-Factor. \$29.95

(#133) Horizontal

The first all-Aussie freestyle video features top Oz riders blasting dirt and sand dunes & getting massive air; also includes some watercraft and karting footage. Soundtrack includes top Aussie bands. 32 minutes from X-Factor. \$29.95

(#133A) Horizontal 2

The upside-down, sideways and hangin' out MX freestyle sequel from Down Under. Check out the Aussie Thumper Nat'l's, PWC action, Shane Watts, Manjimup, Oz Supercross and more. Filmed in Western Australia, Queensland, New South Wales, Victoria, and South Australia regions. 40 minutes from X-Factor. \$29.95

(#134) Organ Donors

Variety mixed with insanity is the theme of this video...Freestyle motocross, big-wave watercraft action, snowmobiles blasting giant snow "dunes" in Alaska, big air on quads, trials tricks, and more. 40 minutes by Pat Solomon for Fusion Films, from X-Factor. \$29.95

(#135) 2 Stroke Cold Smoke

These snowmobile guys have some screws loose. Nuts include Marc Canet, Jay Liska, Blair Morgan, Tracy Poole and lots of others. Also some very scenic locations in Alaska, Montana, Wyoming and Colorado. These guys actually pull off heel clickers and nac nacs while jumping their snowmobiles off 70 foot drop-offs. 54 minutes from X-Factor. \$29.95

(#136) Quatros Locos

Remember what the original Crusty video did for free riding? This is the video that will do the same for quads. Until you see it, you have no idea what these guys can do. Filmed throughout the USA and in England and Thailand, you'll never dis these guys again. 30 minutes from X-Factor. \$29.95

(#142) Full Power Trip

THOR Racing's benchmark 1997 video by Fusion Films, featuring Ryan Hughes, Larry Roeseler, Jeff Emig, Taylor, Antunez, Lewis, Willoh, Amadio, Torronteras and more, filmed in Japan, Hawaii, Mexico, and downtown LA. 30 minutes from X-Factor Video. \$24.95

(#150) Idiots Anonymous

Brian Manley, Jeff Willoh, Doug Parsons, Jeff Emig, Mike Cingmars, Micky Dymond, and Ricky Carmichael, Super Joe Reed, Johnny Airtime, and more whip some seriously sick air in this vidiotic music video. Parental Advisory (Explicit Lyrics). 30 minutes from Thrust Productions. \$29.95

(#154) Mini Warriors

This video features some of the nation's top minicycle champions ranging from 4 to 15 years old. These kids show the world why they are the future crop of motocross stars. Also features former minicycle champion Jeff Emig. Other mini warriors include Jeff and Mike Alessi, Shane Bess, Ryan Morais and Jonathan Shimp. 60 minutes from MX Films. \$29.95

(#154A) Mini Warriors 2

Travel across the U.S. as you see the best kids and young adults in MX...the next generation of pros. Check out Travis Pastrana's unbelievable 207' jump! Includes action w/Casey Johnson, Nick Wee, Robbie Reynard, Guy Cooper, Brock Sellards and more. Produced by Shepherd Films; 60 minutes from MX Films. \$29.95

(#1793) Evel Knievel's Spectacular Jumps

From the legendary Caesar's Palace crash to his impossible attempt at Snake River Canyon, Evel Knievel earned his reputation as the world's bravest daredevil. Relive his greatest triumphs and his bone-breaking defeats with this spectacular collection of breathtaking motorcycle jumps. 30 minutes from White Star/Duke Video. \$19.95

(#1792) Evel Knievel: Last of the Gladiators

The incredible story of the world's greatest daredevil as told by Evel Knievel himself! Reveals the true saga of a 20th century gladiator. 100 minutes from White Star/Duke Video. \$24.95

(#5268) Best of Havoc

A great gift for any powersports fan. The craziest '80s crashes from Formula Ford, truck racing, motocross, road racing, Paris-Dakar, etc. 60 minutes from White Star/Duke Video. \$24.95

(#5271) Best of Havoc 2

Over 200 contenders from nearly every 90's motorsport compete for "most spectacular wipeout". 60 minutes from White Star/Duke Video. \$24.95

(#5260) Bike Havoc

Haslam, Schwartz, Lawson, Thorpe, Pons, Sarron, Gardner, etc. bomb out in spectacular style in over 150 incidents from road race GP's, IoM TT, MX, Drag Racing, Beach Races, Trials and Paris-Dakar. 55 minutes from White Star/Duke Video. \$24.95

(#5274) Havoc 14

Over 200 crashes and wipeouts from the accident-packed world of top class '90s motorsports & dirtbike sports, plus gems from the archives and thumping on-board accident footage. 60 minutes from White Star/Duke Video. \$24.95

(#2501) Crash Kings MX

From motocross GP battlegrounds to max-attack schoolboy MX - is no one safe? 55 minutes from White Star/Duke Video. \$24.95

(#5143) Crash Kings Bikes

150 spectacular crashes from '92-'93 GP's, Harley racing, US Superbikes, IoM TT and desert racing. 60 minutes from White Star/Duke Video. \$24.95

(#5139) Crash Kings Bikes 2

Over 180 wipe-outs from '90s Grand Prix, ice and Thunderbike racing with witty and well-informed commentary by Randy Mamola and Chris Carter. 60 minutes from White Star/Duke Video. \$24.95

(#5279) Crash Kings Bikes 3

The most spectacular wipe-outs from the '96-'97 Grand Prix. Excellent film quality, excellent commentary - crazy crashes! 60 minutes from White Star/Duke Video. \$24.95

(#111) FTP!

An extreme steeplechase video from Starboyz Productions in Akron, Ohio. Features some of the most illegal and insane riding ever done on public roads, lots of 90MPH wheelies and more. Expect a sequel if these guys are ever released on probation. Not for minors. 60 minutes from Impact Video. \$24.95

(#112) Whitham's Wicked Superbikes

Definitely not for prime time or easily offended audiences (profanity & partial nudity)...Jamie Whitham, Carl Fogarty and Terry Rymer on camera and in the races that made their careers. Also includes McEneaney, Merkel, Pirovano, early WSB footage, and Whitham riding PB test bikes around Snetterton & Donington. 45 minutes from Impact Video. \$29.95

(#113) Pulp Friction 1

The boys from England's Fast Bikes Magazine flog the SB6R, 996SPS, 916BP, ZXR-R and other; produced in '97. Contains politically incorrect sportbike scenes, not for minors. 60 minutes from Impact Video. \$29.95

(#113A) Pulp Friction 2

Features the T595, 916SPS, FireBlade, GSX-R and others, ridden in the most disrespectful ways by the Fast Bikes Magazine crew. Produced in '98. 60 minutes from Impact Video. \$29.95

(#114) Mega Test

The shootout from the guys who should be shot. The Fast Bikes Magazine editors put the '98 ZX9, FireBlade, and R1 head to head. 60 minutes from Impact Video. \$29.95

(#5552) The Ultimate Ride

Thrill-seekers only need apply as we strap you into over 20 unforgettable rides including the Tornado rollercoaster, GP bike, parachute, etc. 60 minutes from White Star/Duke Video. \$34.95

(#5556) Ultimate Ride 2

Thirty explosive rides that will take your breath away! Nemesis rollercoaster. Europe's best aerobics teams. Isle of Man TT, Ice Karting, Hot Rods & more. Hold on! 72 minutes from White Star/Duke Video. \$34.95

(176A) Crash Impact II

Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. \$24.95

(#137) Sandtraxx #3

Notin' but sand and quad ATVs in this look at the SoCal dune culture. 47 minutes from X-Factor. \$24.95

(#143) 5th Gear Pinned

A film by Zeroed-In Productions, featuring Damon Huffman, Mike Craig, Casey Lytle, Kyle Lewis, Mike Cingmars, Ray Sommo, Rich Taylor, and Mike Jones. Trigger Gumm, Jeff Willoh, Brian Ferrell, Shaun Percio, Rusty Holland & Adam Pierce. Soundtrack by Anthrax, Testament, SNFU, R.K.M., Grip, Vicious Rumors, Bouncing Souls. 35 minutes from X-Factor. \$29.95

INSTRUCTIONAL AND TECHNICAL

(#21) Fundamentals of Off-Road Riding

Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. \$43.95

(#22) Advanced Techniques of Off-Road Riding

Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. \$38.95

(#23) Practical Tire Changing

Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. \$28.95

(#35) Gary Semics MX Techniques #1

Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. \$32.95

(#36) Gary Semics MX Techniques #2

More advanced than "Tape #1", expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. \$42.95

(#37) Gary Semics MX Techniques #3: Jumping & Whoops

Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear-brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. \$42.95

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros

Jeremy McGrath's personal trainer, Gary Semics, uses his 4-step video process to teach you the not-always-obvious differences between the best riders and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semics Video. \$42.95

(#39) Gary Semics MX Techniques #5: What To Do On Race Day

Breaks down & describes how to prepare yourself through race day, how to focus your energies, what habits to develop so you'll be ready to race when the gate drops, and how to keep yourself in the right state of mind to perform at your best. 40 minutes from Gary Semics Video. \$34.95

(#40) Gary Semics MX Techniques #6: Eliminating Arm Pump

Training methods & strategies for racing with strength & endurance in your arms. not lactic acid "arm pump." Learn how to condition your arms for motocross performance. Includes advice on pre-race warmup & massage, and diet & supplement tips. Bonus footage of extreme aerials with McGrath, Hughes & Metzger in SoCal. 21 minutes from Gary Semics Video. \$24.95

(#42) Gary Semics MX Techniques #7: All About Cornering

Once you know all the basic techniques for cornering and braking, it's time to learn and practice the methods and strategies found in Techniques Video #7. This video will show you the most effective ways to practice in order to improve your cornering speed and control. Branden Jesseman is the featured rider, also examples by McGrath, Dowd, Windham and others. 45 minutes from Gary Semics Video. \$39.95

(#170) Sweet Spot Video Library Set

Six tape set of instructional/technical sportbike performance videos covering "Track Preparation," "Tires, Chassis & Suspension," "Carburetion & Exhaust Systems," "Performance Systems," "Dialing In," and "Motorcycle Hygiene," featuring instruction from motorcycle performance industry experts on each topic. Total time all 6 tapes, 9 hours & 45 minutes from Diversified Media. \$204.95

(#171A) Sweet Spot Video: Track Preparation

Covers: Rider safety equipment (leathers, body armor, boots, gloves, helmets, face shields); motorcycle bodywork (replacing original stock bodywork and fitting with fiberglass, finishes, fasteners, what to remove for the race track, catch bottles, number plates); custom painting helmets; tech inspections. Featured experts are Stough Smead of Motocross/Dainese; Troy Kirkpatrick of TK Designs; Gary Lenzmeier of Body by Northstar; Jim Leonard of Vance & Hines; Rick Marlin of Fog City; and Al Hathaway, UARS Chief Technical Inspector. 113 minutes from Diversified Media. \$29.95

(#171B) Sweet Spot Video: Tires, Chassis & Suspension

Covers: Suspension preparation (preload, damping, rebound, compression, sag, trail, ride height with effect to chassis alignment); front forks (oil weight, springs, valving); tire tread pattern (DOT vs. race, compound, carcass, wheel size and tire size, profiles, tire development, radial vs. bias, grip and surface patch, expense, scuffing a new tire, tuning the tire, heat cycles, pressures, pyrometers, braking, tire warmers). Featured experts are Dale Rathwell, Yamaha Suspension Engineer; and Ken Williams of Michelin Tire. 90 minutes from Diversified Media. \$43.95

(#171C) Sweet Spot Video: Carburetion & Exhaust

Covers: Aftermarket exhaust systems (pipes and mufflers, slip-ons vs. stock mufflers); carburetion (carburetor jetting, setting float levels, relationship between mixture screws and synchronizing carbs, selecting the proper jet kit, how to use carb sticks and 4-gas analyzers). Featured expert is Marc Salvendy of Factory Professional Tuning. 110 minutes from Diversified Media. \$43.95

(#171D) Sweet Spot Video: Performance Systems

Covers: Oils & fluids (petroleum vs. semi-synthetic vs. fully synthetic, engine cleanliness, oxidation, break-in/seating time period and method, viscosity, lubrication & horsepower, heat transfer, additives, fork oils, storage lubricants); cooling systems (water wetter, chassis lube); drive train (chain 520 vs. 530 conversion, O-ring vs. non O-ring, master link vs. rivet, chain tension adjustment, sprockets, brake and clutch lines, brake pads, brake fluids, rotors, ignition advance); safety riding. Featured experts are Cliff Sherlock of Red Line Oil and Jim Leonard of Vance & Hines. 100 minutes from Diversified Media. \$39.95

(#171E) Sweet Spot Video: Dialing In

Covers: Trackside tuning; dialing in the bike for rider's style and track conditions; suspension; jetting; tire tuning; and gearing (including on-board video). Featured experts are Kurt Hall, 18-time national sprint champion and national endurance champion; Lawrence Bolton of Dynojet; Jeff Johnson of Metzeler Motorcycle Tires; Dave Schlosser of Dutchman Racing; and Jim Leonard of Vance & Hines. 90 minutes from Diversified Media. \$44.95

(#171F) Sweet Spot Video: Motorcycle Hygiene

Covers: Cleaning the motorcycle (products and finishes); winterizing and storage (lubricants, fuel system, carburetor, battery, bike finish and storing, apparel); prepping your bike for new season (inspection and servicing of tires, oils, fuel and starting). Featured experts are Rob Douglas of BIS Imports and Jeff Haynor, the series host. 60 minutes from Diversified Media. \$24.95

(#138) Easy Rider

This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Ford and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. \$37.95

(#139) The Wild One

What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. \$37.95

(#140) On Any Sunday

Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross, Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonneville Salt Flats to the Elsinore Grand Prix. 90 minutes from X-Factor. \$44.95

(#140A) On Any Sunday II

The follow-up to the original greatest motorcycle movie of all time. Close-up looks at the motorcycle stars of the mid-'70s including Bruce Penhall, Brad Lackey, Bob Hannah, Kenny Roberts, and more at the top of their form. 90 minutes from X-Factor Video. \$29.95

(#141) Legacy

Join Roger DeCoster, Bob Hannah, Jeff Ward and Rick Johnson as they reminisce about their careers and epic battles as this film threads its way throughout the evolution of motocross from it's roots in the early '70s to the star-studded '90s. No true motocross fan should be without this video. 70 minutes from X-Factor. \$34.95

MOVIES

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McConnell doubles up at Costa Mesa Speedway

By Elaine Jones
Photo by Mike Basso

COSTA MESA, JUNE 19

It was Dan Nay Night at Costa Mesa Speedway, and for the fourth consecutive season this super-supporter and fan has added to the purse by giving \$100 to every heat, semi and main winner. Nay can always be found in the pits, and the quiet, unassuming man is always ready to shake a hand and offer words of encouragement to every rider, no matter what division they ride.

Shawn McConnell was red-hot and at the top of his division for only the second time this season. McConnell came away with a double win, capturing both the Scratch and Handicap main events.

Pole for the Scratch main went to McConnell. Brad Oxley was in lane two, with Gary Hicks and Bobby Schwartz in lanes three and four. On the outside was Ed Castro. The gate went to McConnell, but Hicks argued the point when they hit the first turn. Hicks lost the argument, as McConnell was not to be denied. Hicks would have to settle for second, with Oxley, Castro and Schwartz rounding out the field.

After some controversial Handicap heat races, the lineup for the Handicap main had Randy Skinner alone on the 10-yard line. John Aden was the closest to Skinner, lined up on the 40. McConnell had the 50 to himself. The 60-yard line was rather crowded. Charlie Venegas, Oxley, Hicks and Schwartz all took up positions and put their race faces on.

Skinner, with the short yardage, was out on top, and he hoped to put some distance on the field. Aden ran into trouble when he went out in turn four. McConnell could smell a double win and he was on the gas. He ran Skinner down and took the lead as they came around on the third lap. Hicks, Oxley, Venegas and Schwartz were right with him. The next five laps could best be described as a gunfight, and all of them wanted to be the top gunslinger. The night belonged to McConnell, as he held his line from any and all challenges. Hicks finished second, with Oxley, Venegas, Schwartz and Skinner following.

Skinner rode well all night long, winning the Midget main on his Kawasaki-powered car. After a bad crash earlier in the evening, which took the front of her car off, Skinner's wife, Pam, finished third, with Terry Elliott second.

The Support main honors went to David Lynch, who came from long yardage to take the lead away from Tim Tucker on the third lap. Bentley Barrett applied the pressure the last two laps, but he had his own problems as Mark Hitchcock got by him on the white-flag lap. Barrett came back and got the drive out of four to reclaim second.

The Support B main went to Scott Mersereau, as he led from start to finish in front of Eloy Medelin and Bill Green.

Miles Calvin was top dog in the Junior Division, as he ran away from Justin Boyle and Skyler Greyson.

Results

SCR: 1. Shawn McConnell (GM); 2. Gary Hicks (GM); 3. Brad Oxley (Wes); 4. Ed Castro (Jaw); 5. Bobby Schwartz (GM).
HDCP: 1. Shawn McConnell (GM); 2. Gary Hicks (GM); 3. Brad Oxley (Wes); 4. Charlie Venegas (Jaw); 5. Bobby Schwartz (GM).
SUP A: 1. David Lynch (Jaw); 2. Bentley Barrett (Jaw); 3. Mark Hitchcock (Jaw); 4. Phil Harmatiuk (Jaw); 5. Frank Pece (Jaw).
SUP B: 1. Scott Mersereau (Jaw); 2. Eloy Medelin (Wes); 3. Bill Green (Jaw); 4. Peter Curtis (Jaw); 5. Mike Boyle (Jaw).
JR: 1. Miles Galvin (Hon); 2. Justin Boyle (Yam); 3. Skyler Greyson (Yam).
MDGT: 1. Randy Skinner (Kaw); 2. Terry Elliott (Yam); 3. Pam Skinner (Kaw); 4. Phillip Ward (Yam); 5. Samuel Ramirez (Yam).

Martinez master of Moroso Motocross

By Lisa Theobald

WEST PALM BEACH, FL, MAY 31

Marco Martinez took the checkered flag in the shootout after winning a grueling three-way battle for first place with Rick Narup and Mike Cicotto during race action at Moroso Motorsports Park.

Marco Martinez ran hard from the start, grabbing the holeshot at the drop of the green flag, but Narup was hot on his tail as the tight pack maneuvered through turn one on lap one. Just behind in third place, a side-by-side duel was taking place between Cicotto and Florida's Manny Manusuthakis. As the battle headed down the back straight, Cicotto maneuvered his GSX-R750 around Martinez to jump into second place, and the two-way battle for first place turned into a three-rider breakaway as they completed lap one and charged down the front straight.



Shawn McConnell (leading) won both the Handicap and Scratch main events during Dan Nay Night at Costa Mesa Speedway.

Martinez was back out in front and running hard on the throttle, but the power of his ZX-9 could not hold back Narup's Muzzy Raptor 750 through the corners, and as the top three crossed the start/finish line to complete the first lap, Narup grabbed the lead.

At the start of lap three, Cicotto slipped underneath the race leader in turn two to claim the lead. As they made their way through the esses, Cicotto was about three bike lengths ahead of Narup. It was clear as they charged down the back straight again that Narup had the horsepower.

At the halfway mark, Narup was out front again, but not for long. Cicotto outranked him to regain the lead. Meanwhile, Martinez was close behind in third and going after the leader. Before long, Martinez got by Cicotto and took the lead.

The three-way lead swapping continued to intensify with just two laps to go. Martinez turned on the afterburners for a sweeping pass by Cicotto in turn nine. Half a lap later, Narup tucked in for a mad dash to the checkered flag. Narup maneuvered past Cicotto and up into second place. With less than half a lap to go, Martinez did not want to swap positions for the lead again, and he put his head down, pulled back the throttle and ran a final hard charge down the front straight to claim his third shootout victory in a row.

Results

EX GT: 1. Marco Martinez (Kaw); 2. Mike Cicotto (Suz); 3. Emanuel Manusuthakis (Suz); 4. Per Hogdahl (Suz); 5. Edward Lis (Yam).
AM GT: 1. Edward Hosack (Kaw); 2. Raife Snover (Suz); 3. Jeremy Steiner (Suz); 4. Laz Diaz (Kaw); 5. Max Redondo (Kaw).
EX GTU: 1. Shane Prieto (Yam); 2. Jefferson Binford (Kaw); 3. Daniel Urbina (Hon); 4. Bobby Ludlum (Hon); 5. Nelson Perez (Suz).
AM GTU: 1. Deborah Venega (Suz); 2. Adalberto Roman (Kaw); 3. Richard Rusher (Suz); 4. Robert Tate (Suz); 5. James Hiscoff (Suz).
EX GT LT: 1. Christopher Boy (Duc); 2. Michael Morella (Hon); 3. Roberto Torres II (Hon); 4. Neville Hall-Reace (Duc); 5. Adam Schmitt (Hon).
AM GT LT: 1. Jonathan Vaillancourt (Hon); 2. John Linder (Yam); 3. Peter Golding Jr. (Kaw); 4. Joseph Miles Jr. (Hon); 5. Adrian Holmes (Apr).
EX L/W SPTSMTN: 1. Chuck Menotte (Yam); 2. Joseph Masellis (Kaw); 3. Arthur Radford; 4. Colin Newman (Kaw); 5. George Garvin III (Kaw).
AM L/W SPTSMTN: 1. Peter Golding Jr. (Kaw); 2. Adrian Holmes (Apr); 3. Joseph Bennardi (H-D); 4. David Starling (Suz); 5. Ronnie Holloman (Tri).
GP SGL: 1. Manuel Zambrana (Hon); 2. Michael Morella (Hon); 3. Jonathan Vaillancourt (Hon); 4. Roberto Torres II (Hon).
L/W VINT: 1. John Long (Duc); 2. Thomas Kerr Sr. (Duc); 3. Paul Carbonell (Duc).
EX U/L S/SPT: 1. Marco Martinez (Kaw); 2. Mauro Cereda (Suz); 3. Jimmy Shelton (Suz); 4. Patrick Weekley (Yam); 5. Jack Gray (Suz).
AM U/L S/SPT: 1. Raife Snover (Suz); 2. Damon Patton (Suz); 3. Edward Hosack (Kaw); 4. D.J. Brown (Suz); 5. Matthew Winer (Kaw).
EX M/W S/SPT: 1. Nelson Perez (Suz); 2. Shane Prieto (Yam); 3. Leo Venega (Suz); 4. Daniel Urbina (Hon); 5. Jefferson Binford (Kaw).
AM M/W S/SPT: 1. Adalberto Roman (Kaw); 2. John Porlier (Hon); 3. Miguel Pena (Yam); 4. Christopher Cummings (Suz); 5. Bryce Lawmaster (Hon).
EX L/W GP: 1. Greg Esser (Hon); 2. Per Hogdahl (Yam); 3. Geoffrey Maloney (Yam); 4. Keith Floyd (Yam); 5. John Costa (Bue).
AM L/W GP: 1. Michael Hale (Duc); 2. Kimberly Ahlum (Duc); 3. Joseph Miles Jr. (Hon); 4. Gregory Lynch (Hon); 5. Robert Dougherty Jr. (Yam).
EX H/W S/SPT: 1. Shane Prieto (Yam); 2. Mauro Cereda (Suz); 3. Emanuel Manusuthakis (Suz); 4. Per Hogdahl (Suz); 5. Jimmy Shelton (Suz).
AM H/W S/SPT: 1. Raife Snover (Suz); 2. Edward Hosack (Kaw); 3. Jeremy Steiner (Suz); 4. D.J. Brown (Suz); 5. Steve Young (Suz).
EX S/TW: 1. William Savain (Suz); 2. Edward Henriquez (Duc); 3. John Diericks (Duc); 4. John Costa (Bue); 5. Adam Schmitt (Hon).
AM S/TW: 1. Damon Patton (Suz); 2. Giancarlo Battaglini (Duc); 3. Joseph Bennardi (Suz); 4. Kimberly Ahlum (Duc); 5. Stuart Bazerman (Duc).
H/W VINT: 1. John Long (Tri); 2. Matt Hinkson (Yam); 3. Robert Hartley (Hon).
EX L/W S/BK: 1. Neville Hall-Reace (Duc); 2. Christopher Boy (Duc); 3. Louis Cabello (H-D); 4. Kelly Hays (Yam); 5. Tony Zash (Hon).
AM L/W S/BK: 1. Michael Hale (Duc); 2. John Linder (Yam); 3. Gregory Lynch (Hon); 4. C.J. Czaia (Yam); 5. Adrian Holmes (Apr).
EX M/W S/BK: 1. Shane Prieto (Yam); 2. Nelson Perez (Suz); 3. Marco Martinez (Kaw); 4. Jefferson Binford (Kaw); 5. Bobby Ludlum (Hon).
AM M/W S/BK: 1. Adalberto Roman (Kaw); 2. Miguel Pena (Yam); 3. Bryce Lawmaster (Hon); 4. Sergio Santana (Suz); 5. Laz Diaz (Kaw).
EX H/W SPTSMTN: 1. John Long (Duc); 2. Neville Hall-Reace (Duc); 3. Josef Buxton (Hon); 4. John Costa (Bue); 5. Adam Schmitt (Hon).
AM H/W SPTSMTN: 1. Giancarlo Battaglini (Duc); 2. Michael Hale (Duc); 3. Kimberly Ahlum (Duc); 4. Joseph Bennardi (Bue); 5. Stuart Bazerman (Duc).

EX L/W S/SPT: 1. Louis Cabello (H-D); 2. Christopher Boy (Duc); 3. Kelly Hays (Yam); 4. David Thomas (Suz).
AM L/W S/SPT: 1. John Linder (Yam); 2. Gregory Lynch (Hon); 3. Andrew Berry (Suz); 4. C.J. Czaia (Yam); 5. Joseph Miles Jr. (Hon).
EX H/W S/BK: 1. Rick Narup (Kaw); 2. Joseph Fletcher (Suz); 3. Per Hogdahl (Suz); 4. Mauro Cereda (Suz); 5. Marco Martinez (Kaw).
AM H/W S/BK: 1. Raife Snover (Suz); 2. Edward Hosack (Kaw); 3. Damon Patton (Suz); 4. Jeremy Steiner (Suz); 5. D.J. Brown (Suz).
EX F-40: 1. Jimmy Shelton (Suz); 2. Jack Gray (Suz); 3. James Graham (Suz); 4. George Garvin III (Kaw).
AM F-40: 1. Egor Emery (Kaw); 2. Pedro Gianello (Hon); 3. Sam Rosario (Suz); 4. Joseph Bennardi (Suz); 5. Joe Plana (Kaw).
EX M/W GP: 1. Jefferson Binford (Kaw); 2. Bobby Ludlum (Hon); 3. Daniel Urbina (Hon); 4. Marco Martinez (Kaw); 5. Mauro Cereda (Suz).
AM M/W GP: 1. Ricardo Marmolejos (Kaw); 2. John Porlier (Hon); 3. Christopher Cummings (Suz); 4. Mark Pitz (Hon); 5. Deborah Venega (Suz).
EX U/L GP: 1. Marco Martinez (Kaw); 2. Rick Narup (Kaw); 3. Mike Cicotto (Suz); 4. Joseph Fletcher (Suz); 5. Greg Esser (Hon).

Brewer pops the cork as FTR Enduro champ

By Jenni and Scott Lamb

DAYTONA, FL, JUNE 6

Although Tommy Veator got the overall win at the Scrub Oak Enduro, the eighth and final Florida Trail Riders enduro of the season, Ashley Brewer's second place overall was enough to win the series championship.

In what he called a sub-par performance, Brewer dropped eight points compared to Veator's six points. The two have been battling all year, with Brewer high-pointing three out of the first seven races of the series. Veator claimed two high-point victories this season as well.

Race day provided typically hot and high-humidity conditions characteristic of the Scrub Oak Enduro, which is held every year near Daytona late in the spring. The Daytona Dirt Riders did a great job, taking the dust and heat into consideration when laying out the course. The 74.4-mile event consisted of both old trails and new trails through areas that are sometimes under water this time of year. A small down-pour during the first hour of the race was not enough to alleviate the dusty conditions, but it was enough to fog up goggles and produce hot and muggy temperatures.

Riders started the first loop and were run through a tight section that claimed at least one point from all of the AA and A riders and up to eight points from the slower riders. The setup of the race allowed most riders to get back on time, with well-placed resets and road sections between each tough section. After the first gas stop, riders left from the campground and entered loop two.

The loop ended up being the most difficult section and made the difference between many riders' scores. Veator dropped four points through this section compared to Brewer's five points. Following another gas stop, the riders were restarted into loop three, which consisted of more tight trails, palmettos, jeep roads and sandy firebreaks.

When it was all sorted out, Steve Hardeman continued his dominance of the A Open class with a third-overall finish aboard his KTM. A lot of the racers needed to put in a good performance at the Scrub Oak Enduro to solidify first-place year-end positions. David Kuka Jr. clinched a first-place year-end finish in the A Four-Stroke class with his eighth-place-overall finish aboard his Yamaha. Maynard Patterson Jr., on his Kawasaki, claimed eighth high point for the race and for the FTR Enduro Series with his 11th-place-overall finish.

Seth Lang, Kevin Green, Ed Ellsworth, Jenni Lamb, Mel Smith, Gary Williams, Mike Shank, Emmett Cox and Chuck Miller all clinched first-place year-end positions with wins in their respective classes at the Scrub Oak Enduro.

Results

O/A: 1. Tommy Veator (Kaw); 2. Ashley Brewer (Kaw); 3. Steve Hardeman (KTM); 4. Lee Daley (KTM); 5. Joey Rowland (Yam); 6. Mike Martin (Hon); 7. Danny Barrett (Suz); 8. David Kuka Jr. (Yam); 9. Mike Shank (Kaw); 10. David Kuka (Yam).

AA: 1. Tommy Veator (Kaw); 2. Ashley Brewer (Kaw); 3. Dustin Morgan (Yam).
A OPEN: 1. Steve Hardeman (KTM); 2. Joey Rowland (Yam); 3. Mike Martin (Hon); 4. Jim McCue (Hon).
A 250: 1. Danny Barrett (Suz); 2. Cito Field (Kaw); 3. J.R. Cooley (Yam).
A 200: 1. Sonny Morabito (Gas); 2. Chris Bottomy (Suz).
4-STRK A: 1. David Kuka Jr. (Yam); 2. Brian Koster (Yam).
B OPEN: 1. Ted Lentz (Hon); 2. Scott Frystak (Hon); 3. David Macadam (Hon); 4. Michael Johnson (Kaw); 5. Kip Carroll (Hon).
B 250: 1. Carl Brown (Yam); 2. Scott West (Hon); 3. George Edwards (Kaw); 4. Greg Johnson (Kaw); 5. Dane Smith (Kaw).
B 200: 1. Steve Lewis (Kaw); 2. Robert Robinson (Kaw).
B 125: 1. Maynard Patterson Jr. (Kaw); 2. Kurt Eibell (Yam); 3. John Franklin (Hon); 4. Sean Wallace (Yam); 5. Todd Rosen (Yam).
4-STRK B: 1. Peter Magee (Yam); 2. Gary Crumbacker (ATK).
C OPEN: 1. Seth Lang (Hon); 2. Richard Berard (KTM); 3. Tom Cronin (KTM); 4. Bryan Williams (Yam).
C 250: 1. Kevin Green (Kaw); 2. Patrick Jones (Hon); 3. Craig Broomberg (Kaw); 4. Abdiel Rivera Jr. (Hon); 5. Todd Alexander (Yam).
C 200: 1. Ed Ellsworth (Kaw); 2. Dean Osteen (Kaw); 3. Tyler Coody (Kaw); 4. Jim Distenheup (KTM); 5. Dorian Protonotarius (Kaw).
C 125: 1. Jenni Lamb (Kaw); 2. Kevin Storm (Kaw); 3. Forrest Taylor (Hon); 4. Brad Rupert (Yam); 5. Deborah Broderick (Yam).
4-STRK C: 1. Chris Johnson (Yam); 2. Scott Lamb (Hon); 3. Jimmy Vinson (Yam); 4. Evan Loos (Hon); 5. Gene Knapp (Kaw).
VET A: 1. Lee Daley (KTM); 2. Maynard Patterson (Yam).
VET B: 1. Steve Kantarjian (Kaw); 2. Ricky Jeffords (Hon); 3. Cleve Roberts (Hon); 4. Frank Erickson (G-G); 5. Randy Morgan (Yam).
VET C: 1. Mel Smith (Hon); 2. James Green (KTM); 3. Stanley Osteen (KTM); 4. Stephen McDonald (Hon); 5. Marc Petit (Yam).
SR A: 1. Gary Williams (Hon); 2. Clint Johnson (CRF); 3. Mike Reynolds (G-G); 4. Kevin Hodge (Hus); 5. Ed Shulenberg (KTM).
SR B: 1. Craig Wallace (Yam); 2. Randy Martin (Hon); 3. Carl Monroe (KTM); 4. Cary Hunt (KTM); 5. Sam Mento (KTM).
SR C: 1. James Hilburn (KTM); 2. Alex Austin (Hon); 3. Herman Stoll (KTM); 4. William Bunting (Hon); 5. John Freeman (Kaw).
S/SR A: 1. Mike Shank (Kaw); 2. David Kuka (Yam).
S/SR B: 1. Stuart Blanton (Hon); 2. Daryl Craig (Yam); 3. Lane Sheppard (Kaw); 4. Gates Pelletier (Yam); 5. Terry Enyart (Hon).
S/SR C: 1. Mike Hauptkorn (ATK); 2. John Day (KTM); 3. Robert Dahlman (Kaw); 4. Mike Preslar (Kaw); 5. Mike Baron (Hon).
MSTR A: 1. Emmett Cox (Suz); 2. Kirk Braden (Suz); 3. Paul Bux (Kaw).
MSTR B: 1. Jack Terrell (Kaw); 2. John Green (Hon); 3. Bill Fordham (KTM); 4. Jimmy Dubose (G-G).
MSTR C: 1. Norbert Nall (Yam); 2. Fred Storm (Yam); 3. Buddy Gaillard (KTM); 4. Tommy Neal (G-G); 5. Dan McKune (Hon).
WMN: 1. Lori Craig (Kaw); 2. Lori Mento (Kaw); 3. Linda Rorrio (Kaw).
VINT: 1. Chuck Miller (Pen); 2. Chris Solan (Yam); 3. Ed Thomas (Yam).
S/VINT: 1. Robby Robinson (Hus); 2. Frank Fiegle (Hon); 3. Daniel Lea (Bul).
GLDN MSTR: 1. Richard Argabright (Hon); 2. Art Thomas (Hon).
SPTSMTN (201-OPEN): 1. Jeff Jones (Kaw); 2. Leo Kersch (Hon); 3. Darren Fowler (KTM); 4. Nick Czerok (Yam); 5. Lance Filegar (Hon).
SPTSMTN (0-200): 1. Curtis Storm (Kaw); 2. Keith Filegar (Kaw); 3. Eric Newland (Kaw); 4. Greg Marshall (KTM); 5. Mike Snodgrass (Kaw).

Riders clean up well for Mid-South banquet

By Debbie Allen

NASHVILLE, TN, JUNE 19

Recently, Mid-South riders lined up once again, but the scene was dramatically different. Riders were no longer hidden from view by dirt, goggles and a helmet. They were clean-shaven, wearing regular clothes, and they were walking around upright as if they were living a pain-free lifestyle. They were lined up for Mid-South's banquet, which was held in the auditorium of Nashville's Bell South Tower.

Shad Ricketts stepped up for the occasion to claim his place in the Pro winner's circle of the AMA/Pirelli/Parts Unlimited/Moose Off-Road/Mid-South Championship Hare Scrambles Series for the 1998-99 season. Ricketts won the 250cc A class during the 1991-1992 season, making an occasional appearance every now and then until last summer. He came back to the scene with a vengeance, winning Mid-South's 250cc/Open A class in the summer series, and by the time the winter series began, he had broken into a new routine. He bought a new bike and enjoyed racing more than ever.

"I bought a YZ400 with the intention of only racing a few times, but I started having fun on it," said Ricketts. "As a matter of fact, I've had more fun on my four-stroke than the whole time I've been riding."

The winner of the 250cc/Open A class was P.A. Allen, and second place went to Gary Hendricks. Both riders battled back and forth throughout the year and both entered the AA class during the last race of the series. At that particular race, Hendricks came in fourth, while Allen came in fifth.

Two-time former AA champion Robert Patterson wound up the series by winning the Vet A class by a landslide. Patterson came in first for every counting race in the series. He had one throw-away worth 16 points, while the other two throw-aways were from races missed because he broke his ribs on a motocross track due to mechanical problems with his bike.

"Out of all 10 races in the Mid-South, I only crashed twice," said Patterson, which may explain his success in racing.

Another across-the-board winner for the series was Four-Stroke A winner Harvey Whitaker. His Team Green machine ended up first in class in each event, and he also garnered fourth overall in the overall series standings.

Several other talented and determined riders were rewarded as the night wore on, but few had seen as many race miles over the years as Senior A-class winner Gary Copeland.

"Any senior has been riding for a long time, but I had more fun during this series than any other."

Results

AA: 1. Shad Ricketts; 2. Blair Bersano; 3. Mike Sampson; 4. John Maschino; 5. Steve Gordon.
250/OPEN A: 1. P.A. Allen; 2. Gary Hendricks; 3. David McWilliams; 4. Billy Cooper; 5. Jeremy Ketchum.
VET A: 1. Robert Patterson; 2. Timmy P'Pool; 3. Jack Bailey; 4. Phillip Barker; 5. Mark Gun.
4-STRK A: 1. Harvey Whitaker; 2. Jeff Stoess; 3. Robert Lich; 4. Billy Joe Proffitt; 5. Clint Robinson.
200 A: 1. Chad Froman; 2. Kevin Creekmur; 3. David Durkee; 4. Mike McCrea; 5. Clay Hedgepath.
SR A: 1. Gary Copeland; 2. Paul Michels; 3. Jerry Castleman; 4. Fletcher Lambert; 5. George Wills.
250 B: 1. Mark Wood; 2. Jason Dickey; 3. Mark Barton; 4. Tim Baker; 5. Jason Russell.
200 B: 1. Alan Westerfield; 2. Billy Young; 3. Mark Bradshaw; 4. Adam McKillip; 5. Louis Gibson.
OPEN B: 1. Thomas Bennett; 2. Stewart Lich; 3. Dean Grewe; 4. Gene Thurman; 5. Pat Taylor.
125 B: 1. Dustin Gibson; 2. Derek Bratcher; 3. Michael Kirby; 4. Kip Haynie; 5. John Gordon.
VET B: 1. Ron Skipper; 2. Rickey Whatley; 3. Greg Elrod; 4. Kelly Working; 5. Ruel Jones.
SR B: 1. Ronnie Hackett; 2. Jesse Carter; 3. Ricky Miller; 4. Tommy Todd; 5. Gerald Westerfield.
S/SR: 1. John Giles; 2. Leon Parker; 3. Don Rye; 4. Larry Still; 5. Chuck Rhoten.
250/OPEN C: 1. Kevin Weiss; 2. Kevin Dossett; 3. Bradley Hicks; 4. Eric Chappel; 5. Bruce Marks.
200 C: 1. Brian Taylor; 2. Eddie Passeur; 3. Ryan Taylor; 4. Russell Green; 5. James Gates.
VET C: 1. Brad Bradley; 2. Ron Dilback; 3. Thomas Durham; 4. Andy Moye; 5. Todd Lovett.
4-STRK C: 1. Joel Gibson; 2. Jarrod Everly; 3. Ryan Sheppard; 4. Eric Meeks; 5. Ricky Doores.

Hermann hauls at Las Vegas Motocross

By Dick Goodwin

LAS VEGAS, NV, JUNE 19

Intermediate intimidator Mark Hermann schooled the 125cc class at Las Vegas Motor Speedway, beating the other Intermediates - and some fast Novices as well - in the combined class race.

Josh Pillsbury, racing as a Beginner, surprised everyone by taking the holeshot to start things off. Hermann and Alex Slocum were just behind. Hermann made a quick pass for the lead, as Kellon Walch closed up on Slocum to argue over third. The man on the move was Joshua Thurgood, however, as the nuclear Novice sliced and diced his way into second by the end of lap one. Hermann was setting a blistering pace out in front, and Thurgood could not put a dent in it. Now Thurgood had to worry about Joseph Page, who had muscled his way into third and was closing ground. Hermann was unstoppable as he flashed across the finish line for the first-moto win. Thurgood held second, as Page led Walch and Jason Burton through the checkers.

Thurgood smoked the race-two start, but Hermann and Burton were right there. Page made a first-lap pass in the canyon for third and the top three took off. The speed was faster and the action even wilder than in the first moto, as Hermann, Thurgood and Page were nose to tail for most of the race. Page made a couple of passes on Thurgood, who promptly zapped him back, and both stayed on Hermann's rear fender, but neither could find a way past the leader. Mark Hermann hung tough to claim his second straight win and the overall 125cc Intermediate crown, over Jason Burton and Kellon Walch. A slight bobble on the last lap by Page allowed Joshua Thurgood to cruise home in second and capture the overall 125cc Novice title. Joseph Page recovered for second overall, ahead of Tim Weig and Boe Krahenbuhl.

Former Supercross competitor Richard Saxton made a statement in the Masters class, soundly trouncing the entire field by huge margins each time out and making a case that he was the fastest racer of the day. Fellow Expert/Pro entrant Matt Hermann was mixing it up with the faster Intermediates. Charley Rennie won that division, beating Paul Hemsley in the first moto and topping Troy Fitch in the second outing.

Sean Thompson, racing in the 60cc (9-11) class, was golden, but he got all he could handle from hotshoe Tanner Krahenbuhl, who flat decimated the 60cc (6-8) division. Andre Camden raced hard to pull second overall among the 9- to 11-year-olds, ahead of Tony Esposito, while Ronnie Goodwin and Tony Caputo followed Krahenbuhl home in the 6- to 8-year-old class.

Results

P/W STK (4-5): 1. Tanner Krahenbuhl (Cob); 2. Zachary Fussell (Pol); 3. Casey Mello (HM); 4. Dylan Pool (Lem); 5. Josh Byington (Lem).
P/W STK (7-8): 1. Ronnie Goodwin (Cob); 2. Joseph Martinez (HM); 3. Rikki Mittweide (HM); 4. Dakota Hall (KTM); 5. Jeremy Purvines (KTM).
P/W MOD (4-8): 1. Tanner Krahenbuhl (Cob); 2. Zachary Fussell (Pol); 3. Andrew Iovino (KTM); 4. Rikki Mittweide (HM); 5. Dakota Hall (KTM).

60 STK (6-8): 1. Tanner Krahenbuhl (Kaw); 2. Ronnie Goodwin (Kaw); 3. Tony Caputo (Kaw); 4. Daniel Chapman (KTM).
60 STK (9-11): 1. Sean Thompson (KTM); 2. Andre Camden (Kaw); 3. Tony Esposito (Kaw); 4. Dillon Thornton (KTM); 5. Jeremy Asquith (Kaw).
60 MOD (6-11): 1. Tony Esposito (Kaw); 2. Andre Camden (Kaw); 3. Dillon Thornton (KTM); 4. Sean Thompson (KTM); 5. Kurtis Gierer (Kaw).
80 STK (7-11): 1. Michael Parker (Hon); 2. Anthony Hart (Kaw); 3. Wesley Harris (Yam); 4. Chris Renzi (Suz); 5. Justin Rogers (Yam).
80 STK (12-13): 1. Ryan Brown (Suz); 2. Casey Tobias (Yam); 3. Jason Lopez (Kaw); 4. Kyle VanHoove (Suz); 5. Jacob Jones (Hon).
80 STK (14-16): 1. Derek Costella (Kaw); 2. Jonathan Stafford (Kaw); 3. Patrick Snyder (Suz); 4. Garrett Saye (Kaw); 5. Zack Grobstein (Hon).
80 MOD (7-11): 1. Ryan Brown (Suz); 2. Patrick Snyder (Suz); 3. Joseph Lopez (Kaw); 4. Wesley Harris (Yam); 5. Zack Grobstein (Hon).
S/MINI: 1. Michael Parker (Hon).
125 BEG: 1. Josh Pillsbury (Kaw); 2. Matthew Scott (Yam); 3. Matt Ongman (Hon); 4. Jeff Robb (Kaw); 5. Trent Triplett (Kaw).
125 NOV: 1. Joshua Thurgood (Yam); 2. Joseph Page (Yam); 3. Tim Weig (Hon); 4. Boe Krahenbuhl (Yam); 5. Brian Pillsbury (Suz).
125 INT: 1. Mark Hermann (Kaw); 2. Jason Burton (Suz); 3. Kellon Walch (Hus).
250 NOV: 1. Rory O'Neill (Yam); 2. Chris Champlin (Hon); 3. John LaBrecche (Hon); 4. Boe Krahenbuhl (Yam); 5. Derek Puffer (Yam).
250 INT: 1. Jeremy Dula (Yam); 2. Charley Rennie (Kaw); 3. Paul Hemsley (Hon); 4. Waylon Shaw (Kaw); 5. Troy Fitch (Yam).
250 PRO: 1. Brock Krahenbuhl (Kaw).
25+ BEG: 1. Tom Boughton (Suz); 2. Marvin Gleason (Hon); 3. Charles Morris (Kaw); 4. Eric Mitchell (Yam); 5. Brett Booth (Yam).
25+ NOV: 1. Chris Champlin (Hon); 2. Rusty Whipple (Yam); 3. Jeff Rogers; 4. Ken Varney (Hon); 5. Thomas Day (Yam).
25+ INT: 1. Charley Rennie (Kaw); 2. Troy Fitch (Yam); 3. Paul Hemsley (Hon); 4. Bradley Hannig (Yam); 5. Greg Vowell (Hon).
25+ EX/PRO: 1. Richard Saxton (Kaw); 2. Matt Hermann (Kaw).
SPTSMM: 1. Rick Polson (Yam); 2. Darrell Garvin (Kaw); 3. Dennis Rodriguez (Kaw); 4. Ron Goodwin (Hon); 5. Matthew Dudash (Yam).

Roberts pirates away Perris Raceway victory

By Kenny Morris

PERRIS, CA, JUNE 19

Jeremy Roberts won both 125cc Beginner motos to score first overall at round two of the Hot-Summer Night Series at Perris Raceway.

After the first corner, it was Jeff Harris with the lead and Roberts hounding him in second. Roberts wasted no time getting around Harris on the third lap by diving to the inside of a corner. Meanwhile, in the heated battle for third, Manny Van Holland was trying to hold off a charging Roy Black. Black, looking for a better line or maybe just a bit anxious, went down trying to take the inside in a corner. Black quickly recovered, getting on two wheels without losing a position. Van Holland then set his sights on Harris and quickly got around him. Black, unbothered by going down, also found his way past Harris.

At the checkered flag, it was Roberts holding off a determined Van Holland and a charging Black.

In the second moto, Roberts found himself in the lead again. Van Holland chased Black again, this time for second. After a few laps, Black found himself looking for a way around the leader, Roberts. At the checkered flag, it was smooth-riding Roberts holding off Black, and Van Holland was third.

Garret Iwanicki got the holeshot in the 80cc Beginner class. The battle was for second, between Jeff Bell, Tyler Sievers and Cody Bradberry. The Bell/Sievers battle began to pull away from Bradberry. Bell tried to protect his line, but Sievers found a little extra to move into second. Meanwhile, out front, Iwanicki had the track to himself, taking the checkered, with Sievers and Bell following.

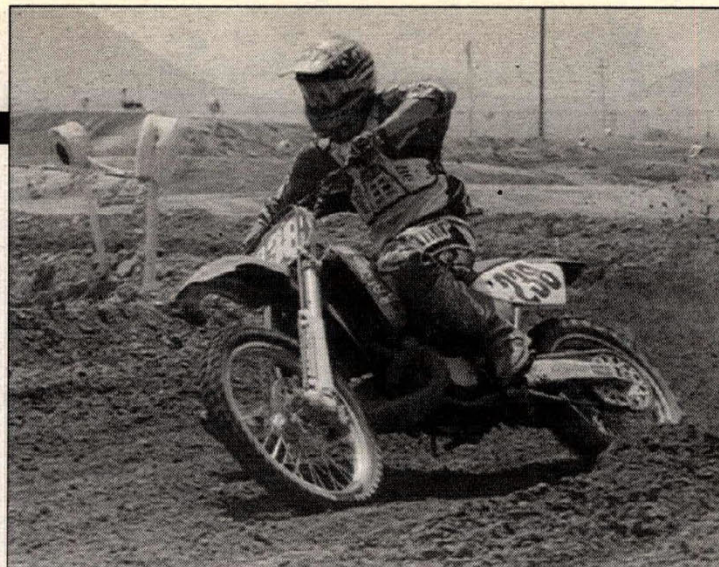
The second moto looked like a repeat, with Iwanicki in the lead early on. Sievers held down second as a battle for third between Bell and Bryan Brimhall began to develop. Bell, with a little better line through the rhythm section, got by Brimhall and set his sights on Sievers for second. The fast-riding Iwanicki took a clean sweep with the two moto wins. Sievers took a strong second, and a confident Bell snagged third.

The fans were amazed by the aerial antics in the 60cc class. A group of 60cc riders led by Bryce Terzian, Danny Gonzales, Shawn Hayes and B.J. Bohrer were tearing up the awesome Perris track. The 60cc riders were clearing the step-up double in the back section, but they were busting big over the 75-plus-foot double.

Results

50 (4-6): 1. Dakota Garner (Cob).
50 (7-8): 1. Johnny Jelderda (Lem); 2. Cody Tithof (Cob); 3. Marcus Carrillo (Lem).
50 MOD (4-6): 1. Justin Jeffers (KTM); 2. Dakota Garner (Cob).
50 MOD (7-8): 1. Johnny Jelderda (Lem); 2. Marcus Carrillo (Lem); 3. Jordan Berg (Lem).
60 BEG: 1. Cody Tithof (KTM); 2. Jonathan Horgan (Kaw); 3. Adrian Fuller (KTM).
60 NOV: 1. Shawn Hayes (KTM); 2. Richard Sterling (Kaw); 3. George Jeffers (Kaw); 4. Blake Harber (KTM).
60 INT: 1. Bryce Terzian (KTM); 2. Danny Gonzales (Kaw); 3. B.J. Bohrer (Kaw).
60 OPEN: 1. Bryce Terzian (KTM); 2. Danny Gonzales (Kaw).
80 BEG: 1. Garret Iwanicki (Suz); 2. Tyler Sievers (Kaw); 3. Jeff Bell (Suz); 4. Bryan Brimhall (Suz); 5. Cody Bradberry (Yam).

Michael Sleeter won the 125cc Intermediate class during NMA Ponca City qualifying at Starwest Cycle Park.



80 NOV: 1. Jeff Vaughn (Kaw); 2. Justin Mulford (Kaw); 3. Mark Prosselle (Kaw); 4. Jimmy Gonzales (Yam); 5. Adam Benavides (Hon).
80 INT: 1. Vincent Benavides (Hon); 2. Robert Memoli (Yam); 3. Ryan Roybal (Hon).
S/MINI: 1. Robert Memoli (Yam); 2. Jeff Vaughn (Kaw); 3. Vincent Benavides (Hon); 4. Justin Mulford (Hon); 5. Adam Benavides (Hon).
125 BEG: 1. Jeremy Roberts (Kaw); 2. Roy Black (Kaw); 3. Manny Van Holland (Kaw); 4. Paul Jones (Yam); 5. Jeff Harris (Yam).
125 NOV: 1. Scott Buttrell (Yam); 2. Jon Davidson (Kaw); 3. Kevin Holmes (Suz); 4. Zac Shirley (Suz); 5. Billy Arnone (Yam).
125 INT: 1. Nathan Craig (Suz); 2. Erik Meyer (Yam); 3. Nick Alvarez (Hon).
PRO: 1. Jeff Matiasovich (Kaw); 2. Oscar Valdez (Yam).
250 BEG: 1. Wade Henderson (Kaw); 2. David Lipich (Hon); 3. Brian Frevert (Yam); 4. Jason Boucher (Yam).
250 NOV: 1. Donnie Fuller (Yam); 2. Andy Bakken (Yam).
250 INT: 1. Bullfrog Newcomer (Kaw); 2. Brandon Milstead (Yam); 3. Scott Sease (Hon); 4. David McCown (Yam); 5. Bryan Bruno (Yam).
25+ BEG: 1. Bill Anderson (Yam); 2. Chris Fuller (Hon).
25+ INT: 1. Ray Hensley (Yam).
25+ EX: 1. Ray Thompson (Kaw).
30+ BEG: 1. Scott Brown (Yam); 2. George Harris (Kaw); 3. Drew Kuriger (Yam); 4. Paul Kinsella (Yam).
30+ NOV: 1. Christopher Huey (Suz).
40+ NOV: 1. Bart Brimhall (Kaw); 2. Bill Colton (Suz).

Rutherford hazes Starwest MX

By Tony Alessi

MORENO VALLEY, CA, JUNE 13

Team Malcolm Smith Racing-backed Bruce Rutherford posted seven out of 10 moto victories en route to four separate class wins during the third of three NMA Ponca City qualifiers held at Starwest Cycle Park.

"We are getting lots of entries from various regions," said NMA founder Ron Henrickson. "It looks like we're going to have another big year at Ponca City."

For Bruce Rutherford, it was not only a rewarding day but an exhausting one, after the mini mite completed 10 separate motos of competition. The only loss for Rutherford came at the hands of Trent Pugmire, whose superfast KX60 was untouchable in the 60cc Stock (6-8) contest after he simply ran away and hid during both motos of competition. Rutherford settled for second in the race and was followed by his teammate Donnie Kearney, who has shown newfound speed in the junior cycle ranks.

Rutherford returned to dominate each and every moto of the 50cc Stock and Modified (7-8) class and the Super Pee Wee (6-9) class.

Rutherford also swapped moto wins with Pugmire in the Junior Modified division for his fourth class win of the day.

Jarred Browne and Jeff Loop duked it out in both 80cc Stock (7-11) motos, with Browne coming out the winner.

Loop seemed up to speed in what may be his last season on an 80.

"Jeff is only 11 but he is almost 5 feet, 6 inches tall," his dad said. "He's just too big."

In the end, Browne took advantage of a few small bobbles from Loop to score both moto wins, while Shane Patao from Hawaii rounded out the top three.

Danny Carlson was back in top form after a four-month layoff due to injuries. Carlson was in good spirits all day and went on to score wins in the 125cc Modified Pro and the 250cc Stock and Modified Pro classes.

Results

50 (4-6) STK: 1. Dylan Schmoke (Pol); 2. Brett Harrison (Cob); 3. Kyle Corfman (Cob); 4. Josh Fargo (KTM).
50 (7-8) STK: 1. Bruce Rutherford (KTM); 2. Trevor Reid (Cob); 3. Kyle Smith (KTM); 4. Cody Tithof (Cob); 5. Andrew Iovino (KTM).
50 (4-6) MOD: 1. Dylan Schmoke (Pol); 2. Brett Harrison (Cob).
50 (7-8) MOD: 1. Bruce Rutherford (KTM); 2. Trevor Reid (Cob); 3. Cody Tithof (Cob); 4. Jake Lacey (KTM); 5. Kyle Smith (KTM).
S/P/W: 1. Bruce Rutherford (KTM); 2. Trevor Reid (Cob); 3. Cody Tithof (Cob); 4. Cameron Corfman (KTM); 5. Bryce Stewart (KTM).
60 (6-8) STK: 1. Trent Pugmire (Kaw); 2. Bruce Rutherford (KTM); 3. Donnie Kearney (KTM); 4. Ronnie Goodwin (Kaw); 5. Cameron Corfman (KTM).
60 (9-11) STK: 1. Shane Patao (Kaw); 2. Jeff Alessi (Kaw); 3. Matt Harrison (KTM); 4. Clayton Murillo (Kaw).
60 (6-8) MOD: 1. Bruce Rutherford (KTM); 2. Trent Pugmire (Kaw); 3. Donnie Kearney (KTM); 4. Ronnie Goodwin (Kaw); 5. Hayden Commans (KTM).
60 (9-11) MOD: 1. Shane Patao (Kaw); 2. Matt Harrison (KTM); 3. Patrick Provencer (Kaw); 4. Jeff Alessi (Kaw).

80 STK (9-11): 1. Jarred Browne (Yam); 2. Jeff Loop (Yam); 3. Shane Patao (Kaw); 4. Matt Rose (Kaw); 5. Frankie Iovino (Kaw).
80 STK (12-13): 1. Robby Woods (Hon); 2. Cas Swift (Suz); 3. Jason Medina (Hon); 4. Daniel Taft (Kaw).
80 MOD (9-11): 1. Mike Alessi (Kaw); 2. Jarred Browne (Yam); 3. Jeff Loop (Yam); 4. Shane Patao (Kaw); 5. Tayler Lacey (Kaw).
80 MOD (12-13): 1. Robby Woods (Hon); 2. Cas Swift (Suz); 3. Daniel Taft (Kaw); 4. Jason Medina (Hon).
S/MINI: 1. Mike Alessi (Kaw); 2. Kyle Partridge (Suz); 3. Robby Woods (Hon); 4. Cas Swift (Suz).
125 STK NOV: 1. Joshua Thurgood (Yam); 2. Steven Haughelstine (Yam).
125 MOD NOV: 1. Patrick Terry (Yam); 2. Steven Haughelstine (Yam); 3. Joshua Thurgood (Yam).
125 STK INT: 1. Mike Sleeter (Yam); 2. Josh Stice (Yam); 3. Travis Smith (Kaw); 4. Brian Reichel (Yam); 5. Patrick Wade (Kaw).
125 MOD INT: 1. Mike Sleeter (Yam); 2. Travis Smith (Kaw); 3. Brian Reichel (Yam); 4. Patrick Wade (Kaw); 5. Chris Sprekel (Suz).
125 STK PRO: 1. Jason Partridge (Suz); 2. Danny Carlson (Yam); 3. Monte Montague (Yam).
125 MOD PRO: 1. Danny Carlson (Yam); 2. Monte Montague (Yam); 3. Jason Partridge (Suz).
125 OPEN NON-PRO: 1. Patrick Terry (Yam); 2. Joshua Thurgood (Yam); 3. Steven Haughelstine (Yam).
4-STRK: 1. Danny Carlson (Yam); 2. Monte Montague (Yam); 3. Jeff Harriott (Yam); 4. Butch Gabriel (Yam).
30+: 1. Glenn Commans (Yam); 2. Jef Harriott (Yam); 3. Randy Commans (Yam); 4. Tom Lacey (Yam).

Short goes big at Aztec MX

By Stacy Jensen

COLORADO SPRINGS, CO, JUNE 13

After a day of showers and a track that had been washed away twice, M and M Connections put on a great day of racing during the Sports Riders Association of Colorado/Mazda Trucks Championships.

In the 14-24 class, Team Green's Andrew Short left everyone behind him as he grabbed the early lead in both motos, never looking back. As riders headed for the first turn, 15-year-old Cody Jensen became entangled in a rear tire as several racers met with the ground. Jensen was slow getting up, with an injured right arm; however, he finished the day with a fourth overall. David Gonzales chased hometown boy Short throughout both motos and had to his credit a 2-2 score for second when the day was over. Tyler Walker came from 17th, passing riders in the North Horseshoe turn and on the uphill sections as well as in the S-turns and the finish-line jump, making the track his own. On the last lap he pressed Gonzales but could not make the pass. The second moto gave Gonzales a fourth. Jensen, with a slow start, passed Walker on the second lap by outjumping him on the freeway double to take third. Short held everyone off with his smooth style and flawless riding capabilities in the 125cc and 250cc (14-24) classes.

Final results in the 125cc (14-24) class were posted as Short, Gonzales, Walker, Jensen and Brendon Enstrom.

There was a lot of action in the Mini Amateur class, which placed riders in weird combinations for their overall results. During the first moto, Rick Stichter looked to be the ruling rider until Chris Flesia came on a dead run to pass Zach Wertz on the uphill. Then, on the white-flag lap, Flesia passed Ryan Morgan for second and then went into the lead. Meanwhile, Trevor Monks worked his way through the pack as well to finish second, behind Flesia. Wertz, Bryson Devries and Morgan rounded out the top five.

The second moto saw Nic Achey with the holeshot, while Stichter, Monks, Morgan, Flesia and Wertz looked like a freight train. Before long, Stichter took first, but Achey would not let him out of sight for the remainder of the moto. Achey finished second. Monks took third, followed by Flesia and Morgan. Overall results had Monks in first, with Flesia, Stichter, Achey and Wertz in tow.

Results

50 NOV: 1. Cole Shondeck (Pol); 2. Kacey Campbell (Act); 3. Michael Thorpe (KTM); 4. Dealin Buckingham (ATK); 5. Cole Champagne (Cob).
P/W NOV: 1. Brian Braby (KTM); 2. Kyle Kelly (Kaw); 3. Travis Dunivent (Kaw); 4. Nathan Wren (Kaw); 5. Cole Champagne (Kaw).
P/W AM: 1. Vinney Ramirez (KTM); 2. Shane DeScenzo (Kaw); 3. Justin Jobe (Kaw); 4. Mike Henderson (KTM); 5. Will Gibson (Kaw).
MINI BEG: 1. Kyle Summers (Hon); 2. J.T. Gearhard (Suz); 3. Nick Wild (Kaw); 4. Matt Melagosa (Kaw); 5. Hunter Meyers.
MINI NOV: 1. Roman Summers; 2. Craig Lewis; 3. Will Gibson (Kaw); 4. Michael Carroll (Kaw); 5. Rusty Mansaneras (Yam).

OPEN MINI: 1. Matt Burris (Yam); 2. Brad Alarid (Hon); 3. Adam Harvey (Hon); 4. Rusty Mansaneras (Yam); 5. Craig Lewis (Hon).

MINI AM: 1. Trevor Monks (Kaw); 2. Chris Flesia (Yam); 3. Rick Stichter (Hon); 4. Nic Achey (Kaw); 5. Zach Wertz (Hon).

MINI EX: 1. Matt Burris (Yam); 2. Brad Alarid (Hon); 3. Adam Harvey (Hon).

125 NOV: 1. Matt Lunt; 2. Marc Wilson (Yam); 3. Rylon Peterson; 4. Jonathan Opperman; 5. Ray Barnhardt.

125 (12-15): 1. Justin Cunningham (Hon); 2. Zach Wertz (Hon); 3. Ashley Boham (Hon); 4. T.J. Russell (Suz).

125 AM: 1. Kevin Head (Suz); 2. Preston Puchek (Yam); 3. Jeremy Wilson (Yam); 4. James Ruiz (Yam); 5. Les Torgerson (Kaw).

125 (14-24): 1. Andrew Short (Kaw); 2. David Gonzales (Yam); 3. Tyler Walker (Yam); 4. Cody Jensen (Kaw); 5. Brendon Enstrom.

125 PRO: 1. Shawn Morgan (Kaw); 2. Jared Carlson (Kaw); 3. Mike Royer (Yam); 4. Kevin Hall (Suz); 5. Lane Swink (Kaw).

250 NOV: 1. Ryan Williams (Kaw); 2. Russ Carey (Hon); 3. Scott Simmons (Yam); 4. Matt Hartman (Yam); 5. Kevin Sander (Hon).

250 AM: 1. Tim Bannister (Yam); 2. Joe Crell (Yam); 3. Todd Horning (Yam); 4. Blynn Keller (KTM); 5. Nate Conley (Suz).

250 (14-24): 1. Andrew Short (Kaw); 2. David Gonzales (Yam).

250 PRO: 1. Jared Carlson (Kaw); 2. Shawn Morgan (Kaw); 3. Keith Campbell (Kaw); 4. Mark Flesia (Yam); 5. Kevin Hall (Suz).

OPEN BEG: 1. Ron Clark (Hon); 2. Dean Ellico (Kaw); 3. Aaron Sauer (Hon); 4. Justin Simonson (Hon); 5. Mike Burgess (Kaw).

OPEN NOV: 1. Rylon Peterson; 2. Kyle Rose; 3. Randy Johnson; 4. Mike Smith; 5. Joel Carbaugh.

OPEN (12-15): 1. T.J. Russell (Suz).

OPEN (14-24): 1. Cody Jensen (Kaw).

OPEN PRO: 1. Shawn Morgan (Kaw); 2. Jared Carlson (Kaw); 3. Jeremy Hinricks (Kaw); 4. Aaron Hill (Yam); 5. Wayne Balliett (Yam).

VET NOV: 1. Dave Klinkhamer (Kaw); 2. Ricky Nishida (Hon); 3. Jeff Anderson (Kaw); 4. Tom Morrow (Kaw); 5. Mike Graham (Yam).

VET AM: 1. Gary Bradley (Yam); 2. Gary Glab (Suz); 3. Mike Long (Suz); 4. Scott Hall (Yam); 5. Ron Decker (Yam).

VET PRO: 1. Keith Campbell (Kaw); 2. Brian Curtis (Yam); 3. Mark Flesia (Yam); 4. Boo Stichter (Kaw).

SR NOV: 1. Scott Myers (Kaw); 2. Rex Harvey (Hon); 3. Paul Toth; 4. Fella Mulberger (KTM); 5. Mark Barnes (Yam).

SR AM: 1. Tom Dillon (Yam); 2. Marty Wild (Kaw); 3. Curt Cummings (Yam); 4. Bryan Johnson (Yam); 5. Craig Buck (Yam).

SR EX: 1. Dave Daniko (Yam); 2. Mike Kappleman (Yam); 3. Jim Eckert (Kaw); 4. Lyle Schrock (Yam); 5. Bill Nolan (Yam).

S/SR: 1. Byron Wolfe (Yam); 2. Terry Frydendall (Yam).

WMN NOV: 1. Rose Bromberg (Yam); 2. Pam Barth (Hon); 3. Cheryl Carroll (Yam).

WMN AM: 1. Ashley Boham (Hon).

Whitaker whittles Lodi ST and TT

By Mike Law

LODI, CA, JUNE 19

For the past two seasons, Scott Whitaker has had somewhat of a reputation as a dragon slayer, and as the season moves ahead full tilt, 1999 is no exception. For the lanky 6-foot-plus Whitaker and his somewhat smaller 500cc Honda, routing rival Billy Hiles was all in a day's work. Whitaker jumped into the lead perfectly as the starter's light flashed and then consistently rode the middle groove while runner-up Billy Hiles could only play follow-the-leader from the lower groove.

"I was real proud of my Rotax-eating 500 Honda," Whitaker said. "I tried to hold my line and finish the race, because I knew that if I made a mistake that Billy would be around me in a second."

Despite finishing second, Hiles was more than excited about his finish.

"Man, it was just, like, bitchin' out there," exclaimed Hiles after the race. "There were a couple of times that I thought I could go underneath him, but he just floated around the race track like he was the only one there."

New 60cc C rider Alyssa Brionez surged into the lead with the holeshot in the combined short-track main, only to miss a shift, which put her at the tail end of the pack. Brionez tucked in low down the back stretch, repassed two bikes and then set her sights on front-running B riders Cody Anselmi and Lauren Wallace. Anselmi pulled away from the pack and easily won the overall at the checkered flag, but Brionez, in her second ride on a 60cc, was clearly the star of the race, as she nearly caught Wallace at the finish.

"I was really happy that I was the first C rider," Brionez said. "This Scott Grindstaff 60 ran perfectly, and I think I could I have passed up the B rider if only I had one more lap."

Vintage hotshoe Steve Hall read the starting light perfectly and he shot into the lead, ahead of David Morgan and Jesse Kreyling. Morgan's run in second, however, was short-lived, as Kreyling maneuvered his way ahead of Morgan and then chased after Hall. Approaching the tail end of the pack of lappers, Kreyling positioned himself advantageously and moved into first as the slower riders were being passed. With one lap to go, both riders turned up the wick and Kreyling crossed the line first, with Hall about five bike lengths behind in second.

"Hall and the Morgan kid both came out of the hole like rocket ships," recounted Kreyling. "I got into second, then started working on Hall. I pressured him and he came off the groove with a little bobble and I took advantage of it real quick."

Open A short-trackers Levi German and Rob Damron formed a combined holeshot with side-by-side action before German inched his way into first place, with Jesse Sanchez in tow. Damron played it cool for four laps on the back of German's rear fender and then unleashed his horsepower and passed German in a move that almost allowed Mark Corsetti, now in third, to follow suit. Damron immediately opened up a tremendous lead while German dropped off the pace and slipped into third, behind Corsetti. Eight laps into the 15-lap finale, both Damron and Corsetti really picked up the pace as the halfway flags flew. Corsetti appeared to be slightly quicker through the turns, while Damron definitely owned the rights to the drag strips down the straightaways. Despite Corsetti's persistence, the laps simply wound down, and at the finish it was Damron by a comfortable margin.

"The one guy that I was worried about was behind me," Damron said of Corsetti. "My main goal was to take the lead and get some distance on him. We raced two different motorcycles here tonight: the Husaberg in the Pro class, and the Rotax in the Open class. All in all, I did what I wanted to do with both wins, and I'm really happy about that tonight."

Results

Short Track

P/W STK A: 1. Ryan Law (Yam); 2. Anthony Fong (Yam); 3. Kyle Anselmi (Yam).

P/W STK B: 1. Bobby Caldeira (Yam); 2. Danielle Caldeira (Yam); 3. Travis McCarthy (Yam); 4. Frankie Flores (Yam).

P/W STK C: 1. Jess Garcia (Yam); 2. Jamie Pahel (Yam); 3. Coletton Gilinski (Yam); 4. Angela Fragoso (Yam); 5. Bryant Calzad (Suz).

P/W MOD: 1. Chad Cose (HM); 2. Tim Adams (KTM); 3. Danielle Caldeira (Yam).

60 B: 1. Cody Anselmi (Kaw); 2. Lauren Wallace (Kaw).

60 C: 1. Alyssa Brionez (Kaw); 2. Rebecca Law (Kaw); 3. Charlie Simas (KTM).

80: 1. Nick Moore (Yam); 2. Mike Rush (Kaw); 3. Steve Bonsey (Kaw).

250: 1. Darrell Hughes (Hon); 2. Jason Grewe (Suz); 3. Jeff Coranoff (Bul); 4. Jason Hughes (Suz).

VET: 1. Jimmy Sanchez (Hbg); 2. David Worthen (Yam); 3. Lawrence Greene (W-R).

VINT TW: 1. Jesse Kreyling (Yam); 2. Ralph Lee (Tri); 3. Robert Hardmeyer (Tri); 4. Al Ludwigsen (Yam).

VINT A/B: 1. Jesse Kreyling (Yam); 2. Steve Hall (Yam); 3. David Morgan (Hon).

PRO SPT: 1. Rob Damron (Hbg); 2. Matt Proto (Rtx); 3. Geramy Rackley (W-R); 4. Levi German (W-R); 5. Jeff Gabhart (Rtx).

OPEN A: 1. Rob Damron (Rtx); 2. Mark Corsetti (Rtx); 3. Levi German (W-R); 4. Paul Sanburn (Rtx); 5. Jeff Gabhart (Rtx).

OPEN B: 1. Scott Whitaker (Hon); 2. Billy Hiles (W-R); 3. Brandon Inderbitzin (Yam); 4. Scott Taylor (Hon); 5. Miguel DelHoyes (Rtx).

OPEN C: 1. Tony Rose (Yam); 2. Gary King (Rtx); 3. Jeremy Hannah (Hon); 4. Scott Jacques (Hon); 5. Dan Klay (Hon).

TT

P/W STK A: 1. Ryan Law (Yam); 2. Anthony Fong (Yam); 3. Kyle Anselmi (Yam).

P/W STK B: 1. Frankie Flores (Yam); 2. Travis McCarthy (Yam); 3. Bobby Caldeira (Yam).

P/W STK C: 1. Jess Garcia (Yam); 2. Jamie Pahel (Yam); 3. Coletton Gilinski (Yam); 4. Angela Fragoso (Yam); 5. Bryant Calzad (Suz).

60 B: 1. Cody Anselmi (Kaw).

60 C: 1. Frankie Garcia (Kaw); 2. Rebecca Law (Kaw); 3. Charlie Simas (KTM).

80: 1. Nick Moore (Yam); 2. Mike Rush (Kaw).

VET: 1. Billy Arbogast (Suz); 2. Steve Hall (Yam).

OPEN A/B: 1. James Lewis (Yam); 2. Scott Taylor (Yam); 3. Marty Weisler (Rtx).

OPEN C: 1. Tony Rose (Yam); 2. Dan Klay (Hon).

Halkola conquers Barona Oaks

By Homer Eubanks

RAMONA, CA, JUNE 13

Kyle Halkola conquered the AHRMA motocross event held at Barona Oaks by dominating in three of the four events entered. The event drew 125 entries, which meant a lot of old iron provided plenty of fierce motocross action.

Ossa-mounted Kyle Halkola easily swept both the Classic 250cc Intermediate motos. Changing to a CZ, Halkola came out and made a clean sweep of the Sportsman 250cc Intermediate division. Halkola saw Rokon rider Jay Wahl get out front in the Over 30 Intermediate class, but Wahl went over the bars on lap two and Halkola felt no competition for the remainder of the first moto. In the following moto, Wahl was a close second before snapping a chain in the second round, but Halkola again ran away with the event. Halkola finally showed he was mortal in the Sportsman 500cc division, dropping to 10th overall.

The overall 500cc Sportsman winner was Expert Charlie Richardson, who had to trail Fredo Rodil through the first two laps before stealing Rodil's inside line.

Casey Lessley, mounted on a Hodaka, rode as hard as anyone in the Sportsman 125cc Novice division but could not match the pace set by Justin Alexander in both motos. Needless to say, Alexander took the overalls.

Also taking repeat wins was Len Anderson in the Premier Lightweight Intermediate class, while Dave Duane had to settle for second in both motos.

Phil Benedict was the dominant Premier Lightweight Novice rider. Benedict kept BSA pilot Jerry Sterrett at bay throughout both motos.

Hodaka jockey Ron Lessley kept the gas on in both motos of the Sportsman 125cc Intermediate class. Lessley appeared to be the fastest rider on the day, while Husky man Mark Arsenault was a close second all day.

Plenty of back-and-forth action took place in the Sportsman 500cc Novice contest, as Len Gillette absconded with the holeshot, with Cliff Schulenberg challenging his lead at every corner. Schulenberg put it together when it counted and snatched the holeshot in the second moto, and this time Gillette was the one to apply pressure, but he had no luck stealing the win.

Maico-mounted Expert riders Greg Carter and Mike Halpin provided plenty of front-fender-to-rear-fire racing action in moto one. In the second moto, things started out good for Gary Lower, as he grabbed the holeshot, with Halpin in second and Carter third. Halpin twisted the throttle on the long uphill section and stole the lead on lap three. Carter managed to get by Lower soon after and pressured Halpin. On the last lap, Carter managed to slip into the lead, but Halpin came back just before the finish line to win the moto and the overall.

Results

30+ INT: 1. Kyle Halkola (CZ); 2. Forrest Rohers (Hon); 3. Jay Wahl (Rok); 4. J.W. Carver (CZ); 5. Paul Ondas (Yam).

40+ NOV: 1. John Owyer (Yam); 2. Perry Colligan (Hus); 3. Dave Scourfield (CZ).

40+ INT: 1. Randi Perkins (Hon); 2. Don Hartley (Hus); 3. Gary Cochell (AJS); 4. Lee Holth (CZ); 5. Jeff O'Brien (Bul).

40+ EX: 1. Mike Halpin (Mai); 2. Greg Carter (Mai); 3. Gary Lower (BSA); 4. David Fisher (Hus); 5. Charlie Beck (Mai).

50+ NOV: 1. Jerry Lessley (Bul); 2. Tom Hauser (Mai); 3. Robert Bowen (Hon).

50+ INT: 1. Len Gillette (CZ); 2. Fred Brown (C-A); 3. Paul Ondas (Yam); 4. Steve Sabin (Mon); 5. Chuck Dekan (Yam).

50+ EX: 1. Rick Williams (CZ); 2. Vic Curti (Oss).

60+1: 1. Doug Archibald (Hus); 2. Jay Wahl (Rok).

CLSC 125 INT: 1. Kevin Blaty (Mai); 2. Larry Good (Pen); 3. Jeff Snyder (Hus); 4. Dave Duane (Eag).

CLSC 125 EX: 1. Ron Renzulli (CZ); 2. Mark Arsenault (Hus).

CLSC 250 INT: 1. Kyle Halkola (Oss); 2. Gary Cochell (AJS); 3. Randi Perkins (Oss).

CLSC 500 NOV: 1. Eugene Crawford (AJS).

CLSC 500 INT: 1. Matt Parsons (BSA); 2. Brian Clark (AJS); 3. Jeff Tulius (BSA).

CLSC 500 EX: 1. Charlie Beck (Mai).

PREM L/W NOV: 1. Phil Benedict (BSA); 2. Jerry Sterrett (BSA).

PREM L/W INT: 1. Len Anderson (BSA); 2. Dave Duane (Cot).

PREM OPEN TW: 1. Doug Archibald (BSA).

SPTSMN 125 NOV: 1. Justin Alexander (Hon); 2. Casey Lessley (Hod).

SPTSMN 125 INT: 1. Ron Lessley (Hod).

SPTSMN 125 EX: 1. Mark Arsenault (Hus).

SPTSMN 250 NOV: 1. Graig Alexander (Hon); 2. Brian Backer (Hon); 3. Perry Colligan (Hus); 4. Michael Lessley (Hon); 5. Cliff Nagatani (Bul).

SPTSMN 250 INT: 1. Kyle Halkola (CZ); 2. Steve Prinke (Mai); 3. Tony Failla (Hon); 4. Keith Lunas (BSA); 5. Tom Rogers (Hus).

SPTSMN 500 NOV: 1. Cliff Schulenberg (Mai); 2. Len Gillette (CZ); 3. Dave Scourfield (CZ).

SPTSMN 500 INT: 1. Fredo Rodil (CZ); 2. Lee Holth (CZ); 3. Bob Spicer (BSA); 4. Matt Parsons (BSA); 5. Marc Locke (Hus).

SPTSMN 500 EX: 1. Charlie Richardson (CZ).

SPTSMN OPEN TW: 1. Ralph Porzelt (Yam); 2. Bob Neilson (Yam).

WMN NOV: 1. Linda Neilson (Hon).

WMN INT: 1. Brooklyn Messick (Bul).

BMBR NOV D-1: 1. Perry Colligan (Mai).

BMBR NOV D-2: 1. Brad Roysdon (Suz); 2. Troy Smith (Hon); 3. Steve Dunham (Kaw); 4. Jeff Craddock (Hus); 5. Joel Silverthorn (Suz).

BMBR INT: 1. Thomas Engelhart (Yam); 2. Eric Cook (Mai); 3. Harry Backer (Hon); 4. Charles Hilton (Hon); 5. Rick Yelkin (Hus).

BMBR EX: 1. Greg Carter (Mai); 2. Tim Nash (Mai); 3. Mike Halpin (Suz); 4. David Fisher (Suz); 5. Charlie Richardson (Yam).

Ledesma a phoenix at Firebird RR

By Michael Ross

CHANDLER, AZ, JUNE 5-6

Mark Ledesma was back to his old form and setting the pace at Firebird Raceway during round eight of the CCS Southwest Regional Sprints in Chandler, Arizona. Ledesma won everything he entered, which included wins in GT Light, Lightweight GP, Middleweight Superbike, Middleweight Supersport, Lightweight Supersport and Unlimited GP. Ledesma also clicked off the quickest laps of the weekend just for good measure.

Although it may have been Ledesma setting the pace, there was plenty of competition chasing him to the finish line. Jim Cox seems reborn since taking possession of his YZF600R6 and he nearly beat Ledesma heads up in the Middleweight Supersport race. Cox led nearly every lap, but he had a "moment" in turn 10 on the last lap when the Las Vegas man came out of the saddle, letting Ledesma get by for the win. Cox also scored his first win over Rick Stratton in Formula 40.

Longtime Firebird regular David Duprey had his race face on after crashing out of the Middleweight Supersport race on the first lap with brake failure. Duprey asked about the lap record during an interview with reporters, and he seemed confident that he might be able to lower the mark.

Ledesma and Duprey squared off in the Unlimited GP race, but it ended up being Ledesma who was flirting with the track record. The Kawasaki ZX7 rider had at least two stopwatch-es that caught him doing a 1:07.96 and 1:07.0 lap time, making him the fastest man at Firebird on Sunday.

Ledesma took his first win on Saturday in the GT Lights race, in which he rode an RS250 Aprilia to a win over John Jewett. This was Ledesma's first ride on the Aprilia, and he is preparing to compete in the Aprilia Challenge Cup Series.

Later he scored a hard-fought win over Jared Kapoor in Lightweight GP. Kapoor rode Brian Banna's beautifully prepared VFR400 and was instantly up to speed. Despite riding a strange bike well, he was approximately two seconds behind Ledesma at the finish line.

Ledesma then took the overall in the combined Heavyweight Sportsman/Lightweight Supersport race, pitted, jumped on his ZX6R and won the Middleweight Superbike race by 9.57 seconds over Kapoor's CBR600. Kapoor put in another good ride by passing Mike Noschese's YZF600 on the last lap.

Noschese got revenge on Kapoor in the Middleweight GP race by powering past Kapoor on the last lap. Jim Cox had taken the start but the race was red-flagged on the third lap when Greg Piling and Tony Dailey got tangled up in turn 10.

John Jewett took the field into turn one at the restart from his third-row starting position, but Kapoor took over on the next lap. Jewett started to go backward as his tire went off and Cox took over the second position. With three laps to go, Noschese moved into position behind Cox and then drove around the outside of Cox and Kapoor on the last lap to get the win. **CN**

Results

U/L S/SPT EX: 1. Chris Greve (Suz); 2. Mike Wiebe (Suz); 3. James Cox (Yam); 4. Eric Haugo (Suz); 5. Neal Hazlett (Suz).

U/L S/SPT AM: 1. Terry Embury (Suz); 2. Kenneth Conteen (Suz); 3. Chad Rolland (Hon); 4. Page Gathings (Hon); 5. Robert Roy (Suz).

H/W S/SPT EX: 1. David Duprey (Suz); 2. Chris Greve (Suz); 3. Rory Palmer (Suz); 4. Mike Wiebe (Suz); 5. Cory Andrews (Suz).

H/W S/SPT AM: 1. Scott Nelson (Suz); 2. Robert Roy (Suz); 3. Chad Rolland (Hon); 4. Terry Embury (Suz); 5. Gennaro Della Corte (Suz).

M/W S/SPT EX: 1. Mark Ledesma (Kaw); 2. James Cox (Yam); 3. Dale Kieffer (Hon); 4. Chris Greve (Yam); 5. Rory Palmer (Hon).

M/W S/SPT AM: 1. Michael Skaramagos (Suz); 2. Page Gathings (Hon); 3. Eric Davis (Hon); 4. Chad Rolland (Hon); 5. Harry Geyer (Suz).

L/W S/SPT EX: 1. Mark Ledesma (Suz); 2. Scot Welch (Suz); 3. Scott Fisher (Hon); 4. John Jewett (Lav); 5. Charles Coyle (Suz).

L/W S/SPT AM: 1. Scott Nelson (Suz); 2. Jason Davis (Suz); 3. Greg Mariani (KTM); 4. Ray Hymer (Suz); 5. Gary Allen Rice (Suz).

H/W S/BK EX: 1. Chris Greve (Suz); 2. Scott Willock (Suz); 3. Eric Haugo (Suz); 4. Trent Feltman (Kaw); 5. Cory Andrews (Suz).

H/W S/BK AM: 1. Kenneth Conteen (Suz); 2. Robert Roy (Suz); 3. Page Gathings (Hon); 4. Terry Embury (Suz); 5. Gennaro Della Corte (Suz).

M/W S/BK EX: 1. Mark Ledesma (Kaw); 2. Jared Kapoor (Hon); 3. Mike Noschese (Yam); 4. James Cox (Yam); 5. John Jewett (Suz).

M/W S/BK AM: 1. Michael Skaramagos (Suz); 2. Page Gathings (Hon); 3. Harry Geyer (Suz); 4. Greg Mariani (KTM); 5. David Shanstrom (Kaw).

L/W S/BK EX: 1. Charles Coyle (Kaw); 2. Scot Welch (Suz); 3. John Jewett (Lav); 4. Jerry Reeves (Kaw); 5. Thomas Krause (Hon).

L/W S/BK AM: 1. Scott Nelson (Suz); 2. Roger Coyle (Kaw); 3. Jason Davis (Suz); 4. Greg Mariani (KTM); 5. Ray Hymer (Suz).

U/L GP EX: 1. Mark Ledesma (Kaw); 2. David Duprey (Suz); 3. Chris Greve (Suz); 4. Scott Willock (Suz); 5. Kent Jacobson (Duc).

M/W GP EX: 1. Mike Noschese (Yam); 2. Jared Kapoor (Hon); 3. James Cox (Yam); 4. John Jewett (Suz); 5. Richard Stratton (Hon).

M/W GP AM: 1. Page Gathings (Hon); 2. David Shanstrom (Kaw); 3. Scott Nelson (Hon); 4. Greg Mariani (KTM); 5. Kris Gilbert (Suz).

L/W GP EX: 1. Mark Ledesma (Apr); 2. Jared Kapoor (Hon); 3. Scot Welch (Suz); 4. Scott Fisher (Hon); 5. Thomas Krause (Hon).

L/W GP AM: 1. Greg Piling (Yam); 2. Scott Nelson (Suz); 3. Roger Coyle (Suz); 4. Jason Davis (Suz); 5. Thomas Lenz (Bue).

GP SGL: 1. Kevin Murray (Apr); 2. Dave Mills (Suz); 3. Steven Hymer (Suz).

H/W SPTSMN EX: 1. Scot Welch (Suz); 2. John Jewett (Lav); 3. Thomas Krause (Hon); 4. Jerry Reeves (Kaw); 5. Charles Coyle (Hon).

H/W SPTSMN AM: 1. Thomas Lenz (Bue); 2. Averall Rose (Hon); 3. Ray Hymer (Suz).

L/W SPTSMN EX: 1. Charles Coyle (Kaw); 2. Jerry Reeves (Kaw); 3. Dave Mills (Suz); 4. Steven Hymer (Suz).

L/W SPTSMN AM: 1. Justin Mires (Kaw); 2. Roger Coyle (Kaw); 3. Greg Mariani (KTM); 4. Ray Hymer (Kaw); 5. Roddy Cooper (Kaw).

S/TW EX: 1. Kent Jacobson (Duc); 2. Scott Willock (Suz); 3. Thomas Krause (Hon); 4. Steven Hymer (Kaw).

S/TW AM: 1. Ken Martinez (Duc); 2. Thomas Lenz (Bue); 3. Loren McGrew (Suz); 4. Ray Hymer (Suz); 5. Greg Sterosky (BMW).

F-40 EX: 1. James Cox (Yam); 2. Richard Stratton (Hon); 3. Charles Coyle (Hon); 4. Thomas Krause (Hon).

F-40 AM: 1. Roger Coyle (Kaw); 2. Ray Hymer (Kaw).

GTO EX: 1. Chris Greve (Suz); 2. Trent Feltman (Kaw); 3. Charles Mitchell (Suz); 4. James Mueller (Suz); 5. Neal Hazlett (Suz).

GTO AM: 1. Robert Roy (Suz); 2. Page Gathings (Hon); 3. Terry Embury (Suz); 4. Jamie Bubeck (Suz); 5. Mark Chisholm (Kaw).

1999 Championship Point Standings

Leaderboard

ROAD RACING

FIM 500cc World Championship Road Racing Series

(After 7 of 15 rounds):

1. Alex Criville (Hon), Spain	(129/4 wins)
2. Kenny Roberts Jr. (Suz), Modesto, CA	(94/2 wins)
3. Tadayuki Okada (Hon), Japan	(93/1 win)
4. Sete Gibernau (Hon), Spain	(88)
5. Carlos Checa (Yam), Spain	(65)
6. Max Biaggi (Yam), Italy	(58)
7. Juan Borja (Hon), Spain	(55)
8. John Kocinski (Hon), Modesto, CA	(54)
9. Tetsuya Harada (Apr), Japan	(50)
10. Norick Abe (Yam), Japan	(47)

FIM 250cc World Championship Road Racing Series

(After 7 of 15 rounds):

1. Tohru Ukawa (Hon), Japan	(134/1 win)
2. Valentino Rossi (Apr), Italy	(115/3 wins)
3. Shinya Nakano (Yam), Japan	(96)
4. Loris Capirossi (Hon), Italy	(82/2 wins)
5. Franco Battaini (Apr), Italy	(71)
6. Jeremy McWilliams (Apr), England	(62)
7. Stefano Perugini (Hon), Italy	(56)
8. Ralf Waldmann (Apr), Germany	(53)
9. Jason Vincent (Hon), England	(36)
10. Sebastian Porto (Yam), Argentina	(32)

FIM 125cc World Championship Road Racing Series

(After 7 of 15 rounds):

1. Masao Azuma (Hon), Japan	(122/4 wins)
2. Emilio Alzamora (Hon), Spain	(111)
3. Roberto Locatelli (Apr), Italy	(87/2 wins)
4. Arnaud Vincent (Apr), France	(84/1 win)
5. Noboru Ueda (Hon), Japan	(68)
6. Gianluigi Scalvini (Apr), Italy	(59)
7. Marco Melandri (Hon), Italy	(54)
8. Lucio Cecchinello (Hon), Italy	(48)
9. Simone Sanna (Hon), Italy	(48)
10. Kazuto Sakata (Hon), Japan	(45)

FIM World Superbike Championship Series

(After 8 of 13 rounds):

1. Carl Fogarty (Duc), England	(317/8 wins)
2. Troy Corser (Duc), Australia	(268/3 wins)
3. Colin Edwards II (Hon), Conroe, TX	(218/2 wins)
4. Aaron Slight (Hon), New Zealand	(196)
5. Akira Yanagawa (Kaw), Japan	(194)
6. Pier-Francesco Chili (Suz), Italy	(144)
7. Noriyuki Haga (Yam), Japan	(119/1 win)
8. Gregorio Lavilla (Yam), Spain	(103)
9. Katsuyuki Fujiwara (Suz), Japan	(93)
10. Vittorioano Guareschi (Yam), Italy	(67)

AMA MBNA Superbike Series

(After 9 of 13 rounds):

1. Mat Mladin (Suz), Australia	(269/1 win)
2. Anthony Gobert (Duc), Australia	(264/5 wins)
Ben Bostrom (Duc), Granada Hills, CA	(264)
4. Doug Chandler (Kaw), Salinas, CA	(214/1 win)
5. Larry Pegram (Duc), Baltimore, OH	(210/1 win)
6. Jamie Hacking (Yam), Boiling Springs, SC	(185)
7. Aaron Yates (Kaw), Milledgeville, GA	(184)
8. Jason Pridmore (Suz), Ventura, CA	(180)
9. Steve Rapp (Suz), Lafayette, CA	(166)
10. Eric Bostrom (Hon), Granada Hills, CA	(164)

AMA Pro Honda Oils 600cc Supersport Series

(After 9 of 13 rounds):

1. Nicky Hayden (Hon), Owensboro, KY	(281/4 wins)
2. Tommy Hayden (Yam), Owensboro, KY	(273/3 wins)
3. Jamie Hacking (Yam), Boiling Springs, SC	(248/1 win)
4. Steve Crevier (Suz), Canada	(214)
5. Kurtis Roberts (Hon), Frederick, MD	(209)
6. Aaron Yates (Kaw), Milledgeville, GA	(199)
7. Josh Hayes (Suz), Gulfport, MS	(196)
8. Jason Pridmore (Suz), Ventura, CA	(173)
9. Steve Rapp (Suz), Lafayette, CA	(172)
10. Eric Bostrom (Yam), Granada Hills, CA	(158)

AMA Lockhart Phillips USA 750cc Supersport Series

(After 8 of 12 rounds):

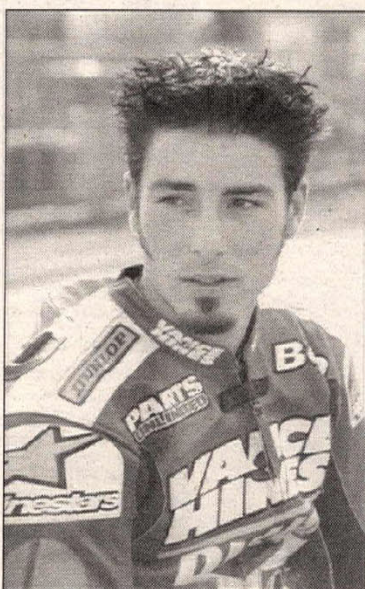
1. Tom Kipp (Suz), Chardon, OH	(252/5 wins)
2. Jimmy Moore (Suz), Eugene, OR	(224)
3. Jake Zemke (Suz), Paso Robles, CA	(198)
4. Grant Lopez (Suz), Chickasaw, AL	(188/2 wins)
5. Richard Alexander Jr. (Suz), Carmel, NY	(183)

6. Mario Duhamel (Suz), Canada	(178)
Tommy Hayden (Yam), Owensboro, KY	(178)
8. Jamie Bowman (Suz), Tequesta, FL	(170)
9. James Randolph (Suz), Santa Rosa, CA	(157)
10. Josh Hayes (Suz), Gulfport, MS	(147/1 win)

AMA Mazda Trucks 250cc Grand Prix Series

(After 7 of 13 rounds):

1. Chuck Sorensen (Yam), San Jose, CA	(234/4 wins)
2. Quenni King (Yam), Miami, FL	(185)
3. Derek King (Hon), Charleston, SC	(179/1 win)
4. Chris Ulrich (Yam), Lake Elsinore, CA	(169)
5. John France (Hon), West Melbourne, FL	(139)
6. Edward Sorbo (Yam), Redlands, CA	(136)
7. Roland Quintero (Hon), Los Angeles, CA	(135)
8. Jeff Vos (Yam), Holland, MI	(131)
9. Geep Terranova (Yam), San Jose, CA	(126/1 win)
10. Greg Esser (Yam), Pompano Beach, FL	(122)



BEN BOSTROM

AMA Sunoco Race Fuels Formula Xtreme Series

(After 7 of 12 rounds):

1. Kurtis Roberts (Hon), Frederick, MD	(215/3 wins)
2. Mark Miller (Yam), Long Beach, CA	(184)
3. Josh Hayes (Suz), Gulfport, MS	(177)
4. Nicky Hayden (Hon), Owensboro, KY	(169/4 wins)
5. Grant Lopez (Suz), Mobile, AL	(153)
6. Takahito Mori (Yam), Lewisville, TX	(140)
7. Steve Grigg (Kaw), Asheville, NC	(133)
8. Rad Greaves (Suz), Ann Arbor, MI	(115)
9. Clint Brotz (Yam), Sheboygan, WI	(108)
10. Mike Sullivan (Kaw), Centralia, WA	(89)

AMA Progressive Insurance Pro Thunder Series

(After 8 of 12 rounds):

1. Shawn Conrad (Duc), Sheboygan Falls, WI	(244)
2. Shawn Higbee (Bue), Waterford, WI	(222/3 wins)
3. Cory Call (Duc), Sacramento, CA	(192/1 win)
4. Tom Hull (Duc), Mesa, AZ	(172)
5. Billy Graef (Bue), Sheboygan, WI	(167)
6. James Lickwar (Tri), San Francisco, CA	(165)
7. Bill St. John (Duc), Cullman, AL	(159)
8. Jeffrey Nash (Duc), Mansfield, TX	(151)
9. Thomas G. Montano (Duc), Berkley, CA	(115/1 win)
Gavin Slabbert (Duc), Loomis, CA	(115)

MOTOCROSS

AMA Mazda Trucks 250cc National Motocross Series

(After 6 of 12 rounds):

1. Sebastien Tortelli (Hon), France	(223/1 win)
2. Greg Albertyn (Suz), South Africa	(221/1 win)
3. Ezra Lusk (Hon), Bainbridge, GA	(219/1 win)
4. Kevin Windham (Hon), Ethel, LA	(209/3 wins)
5. Mike LaRocco (Hon), South Bend, IN	(193)
6. Jeff Emig (Kaw), Riverside, CA	(167)
7. John Dowd (Yam), Chicopee, MA	(154)
8. Doug Henry (Yam), Oxford, CT	(136)
9. Larry Ward (Suz), Florence, SC	(125)
10. Tim Ferry (Yam), Largo, FL	(119)

AMA Mazda Trucks 125cc National Motocross Series

(After 6 of 12 rounds):

1. Ricky Carmichael (Kaw), Havana, FL	(272/5 wins)
2. Tallon Vohland (Hon), Citrus Heights, CA	(253/1 win)

3. Brock Sellards (Hon), New Philadelphia, OH	(193)
4. Nicholas Wey (Kaw), Dewitt, MI	(166)
5. Michael Brandes (Suz), Quail Valley, CA	(165)
6. Casey Johnson (Yam), Lake Elsinore, CA	(155)
7. Nathan Ramsey (Kaw), Corona, CA	(130)
8. Ernesto Fonseca (Yam), Costa Rica	(123)
9. Danny Smith (Hon), Eagle, ID	(118)
10. Buddy Antunez (Suz), Moreno Valley, CA	(106)

Toyota Truck/Parts Unlimited AMA Supercross Series

(After 16 of 16 rounds):

1. Jeremy McGrath (Yam), Menifee, CA	(356/8 wins)
2. Ezra Lusk (Hon), Bainbridge, GA	(273/5 wins)
3. Mike LaRocco (Hon), South Bend, IN	(267)
4. Mickael Pichon (Hon), France	(244)
5. Larry Ward (Suz), Florence, SC	(240/1 win)
6. Damon Huffman (Kaw), Acton, CA	(203)
7. Kevin Windham (Hon), Baton Rouge, LA	(166/2 wins)
8. Tim Ferry (Yam), Largo, FL	(162)
Greg Albertyn (Suz), South Africa	(162)
10. Robbie Reynard (Suz), Norman, OK	(155)

AMA Western Regional 125cc Supercross Series

(After 8 of 8 rounds):

1. Nathan Ramsey (Kaw), Corona, CA	(170/5 wins)
2. Casey Lytle (Yam), Saugus, CA	(164)
3. Isaiah Johnson (Yam), Albuquerque, NM	(112)
4. David Pingree (Suz), Menifee, CA	(104/1 win)
5. Michael Brandes (Suz), Quail Valley, CA	(103)
6. Ryan Clark (Kaw), Albuquerque, NM	(100)
7. Casey Johnson (Yam), Murrieta, CA	(94/2 wins)
Greg Schnell (Yam), Rancho Cucamonga, CA	(94)
9. Travis Preston (Suz), Hesperia, CA	(80)
10. Erick Vallejo (Kaw), Mexico	(78)

AMA Eastern Regional 125cc Supercross Series

(After 7 of 7 rounds):

1. Ernesto Fonseca (Yam), Costa Rica	(172/6 wins)
2. Nick Wey (Kaw), Dewitt, MI	(119)
3. Robbie Horton (Hon), Blountville, TN	(103)
4. Brock Sellards (Hon), New Philadelphia, OH	(98/1 win)
5. Danny Smith (Hon), Eagle, ID	(88)
6. Jim Neese (Yam), Greensboro, NC	(79)
7. Jiri Dostal (Suz), Quail Valley, CA	(77)
8. Joseph Oehlhof (KTM), Wapakoneta, OH	(73)
9. Jason Thomas (Yam), Melrose, FL	(67)
10. Kelly Smith (KTM), Ludington, MI	(66)



RICKY CARMICHAEL

FIM 125cc World Championship Series

(After 9 of 13 rounds):

1. Alessio Chiodi (Hus), Italy	(280/7 wins)
2. Claudio Federici (Yam), Italy	(249/1 win)
3. Mike Brown (Hon), Piney Flats, TN	(165)
4. Thomas Traversini (Hus), Italy	(138)
5. James Dobb (Suz), Great Britain	(134)
6. Steve Ramon (Kaw), Belgium	(122)
7. Patrick Caps (Hon), Belgium	(117)
8. Jeff Dement (Hon), Spring, TX	(89)
9. Eric Camerlengo (Yam), Italy	(73)
10. Johnny Aubert (Hus), France	(72)

FIM 250cc World Championship Series

(After 11 of 16 rounds):

1. Pit Beirer (Kaw), Germany	(304/1 win)
2. Frederic Bolley (Hon), France	(291/4 wins)

3. David Vullemin (Yam), France	(275/1 win)
4. Marnicq Bervoets (Kaw), Germany	(267/3 wins)
5. Ryan Hughes (Hon), Temecula, CA	(252)
6. Mickael Maschio (Yam), France	(185)
7. Joshua Coppins (Suz), New Zealand	(170)
8. Leon Geisbiers (Kaw), Holland	(145)
9. Remy Van Rees (Kaw), Netherlands	(140/1 win)
10. Alessandro Belometti (Yam), Italy	(99)

FIM 500cc World Championship Series

(After 7 of 13 rounds):

1. Andrea Bartolini (Yam), Italy	(188/2 wins)
2. Yves Demaria (Hus), France	(177/1 win)
3. Peter Johansson (KTM), Sweden	(149/1 win)
4. Joel Smets (Hbg), Belgium	(130/1 win)
5. Alessandro Puzar (Yam), Italy	(128)
6. Darryll King (Hus), New Zealand	(99)
7. Trampas Parker (KTM), USA	(97)
8. Francisco Garcia Vico (Yam), Spain	(95)
9. Shayne King (KTM), New Zealand	(92)
10. Miska Altonen (Yam), Finland	(89)



WILL DAVIS

DIRT TRACK

AMA Grand National Championship Series

(After 8 of 21 rounds):

1. Chris Carr (H-D), Fleetwood, PA	(151/2 wins)
2. Scott Parker (H-D), Swartz Creek, MI	(107/1 win)
Kevin Atherton (H-D), White Pigeon, MI	(107/1 win)
4. Will Davis (H-D), Goldsboro, NC	(102/2 wins)
5. Rich King (H-D), Dysart, IA	(99/1 win)
6. Jay Springsteen (H-D), Lapeer, MI	(76/1 win)
7. Geo Roeder II (H-D), Monroeville, OH	(72)
8. Bryan Bigelow (H-D), Au Gres, MI	(69)
9. Joe Kopp (H-D), Mica, WA	(68)
10. Kevin Varnes (H-D), New Holland, PA	(56)

AMA SuperTrapp SuperTracker Series

(After 4 of 10 rounds):

1. Joe Kopp (Suz), Mica, WA	(76/2 wins)
2. Steve Morehead (Suz), Findlay, OH	(71/1 win)
3. J.R. Schnabel (Suz), West Bend, WI	(70/1 win)
4. Brett Landes (Duc), Los Gatos, CA	(55)
5. Brian Kromroy (Bue), Madison, WI	(53)
6. Mike Hacker (H-D), Prince George, VA	(51)
7. Robert Miller (H-D), New Holland, PA	(43)
8. Robert Buffington (Suz), Prairie Du Chien, WI	(33)
9. Joey Brock (H-D), Indianapolis, IN	(28)
10. Rich King (Hon), Dysart, IA	(26)

AMA Harley-Davidson Sportster Performance Series

(After 5 of 15 rounds):

1. Shaun Russell, San Jose, CA	(91/1 win)
2. Gary Rogers, San Jose, CA	(90/2 wins)
3. Willie McCoy, Richardson, TX	(86/1 win)
4. Robert Miller, New Holland, PA	(54)
5. Billy Martin, Stockton, CA	(53)
6. James Hart, Sandoval, IL	(44)
7. Brian Kromroy, Madison, WI	(25)
Nate Wait, Lodi, CA	(25)
9. Tim Eades, Prince George, VA	(32)
10. Paul Bergstrom, San Mateo, CA	(31)

OFF ROAD

AMA National Championship Hare Scrambles Series

(After 5 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV	(110/2 wins)
2. Brian Garrahan (KTM), Boulder Creek, CA	(103/1 win)
3. Eric Koeller (Yam), Sacramento, CA	(58)
4. Shane Watts (KTM), Australia	(55/1 win)
5. Michael Lafferty (KTM), Millville, NJ	(44/1 win)
6. Craig Wesner (Kaw), Windsor, CA	(43)
7. Jim Jarrett (Kaw), Minerva, OH	(34)
Patrick Garrahan, Boulder Creek, CA	(34)
9. Kelby Pepper (Yam), Center, CO	(33)
10. Roderick Kreiss (Kaw), Concord, CA	(32)

AMA Acerbis National Enduro Series

(After 8 of 15 rounds):

1. Ty Davis (Yam), Hesperia, CA	(223/4 wins)
2. Michael Lafferty (KTM), Millville, NJ	(150)
3. Randy Hawkins (Yam), Travelers Rest, SC	(145)
4. Destry Abbott (Kaw), Peoria, AZ	(132)
5. Brian Garrahan (KTM), Boulder Creek, CA	(114)
6. Doug Blackwell (Yam), Parkersburg, WV	(91/1 win)
7. Matt Stavish (Hon), Blaine, MN	(76)
8. Shane Watts (KTM), Australia	(68/2 wins)
9. Clary Boreing (G-G), Magnolia, AR	(66)
Russell Pearson (KTM), Las Vegas, NV	(66)

AMA Grand National Cross Country Series

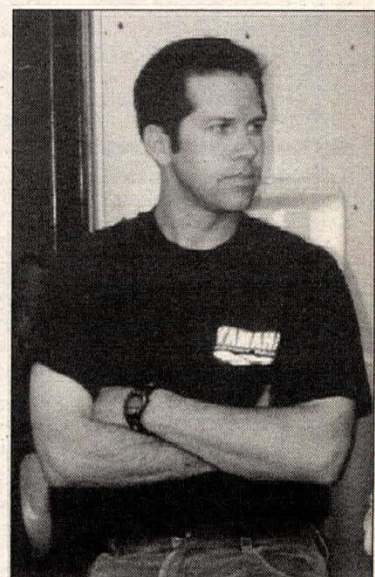
(After 8 of 13 rounds):

1. Rodney Smith (Suz), Oakley, CA	(132/3 wins)
2. Steve Hatch (Suz), Phoenix, AZ	(118)
3. Fred Andrews (Kaw), Salem, OH	(106)
4. Shane Watts (KTM), Australia	(99/4 wins)
5. Barry Hawk Jr. (Yam), Uniontown, PA	(94)
6. Paul Edmondson (Suz), England	(89)
7. Joel Dengler (Suz), NJ	(82)
8. Michael Lafferty (KTM), Millville, NJ	(77)
9. Robbie Jenks (Yam)	(75)
10. Doug Blackwell (Yam), Parkersburg, WV	(63)
Jim Jarrett (Kaw), Minerva, OH	(63)

AMA National Championship Hare & Hound Series

(After 3 of 7 rounds):

1. Brian Brown (Kaw), Nampa, ID	(80/1 wins)
2. Destry Abbott (Kaw), Peoria, AZ	(55/1 win)
3. Ty Davis (Yam), Hesperia, CA	(51/1 win)
4. Dan Richardson (Kaw), Fountain Valley, CA	(45)
5. Russ Pearson (KTM), Las Vegas, NV	(43)
6. Shane Esposito (Kaw), Reno, NV	(42)
7. Oakley Lehman (Kaw), Sunland, CA	(34)
8. Jeff Capt (Kaw), Lakewood, CA	(29)
9. Abe Baumann (Kaw), Garden Grove, CA	(22)
10. Steve Hengeveld (Kaw), Oak Hills, CA	(21)



RANDY HAWKINS

AMA National Championship Observed Trials Series

(After 2 of 11 rounds):

1. Raymond Peters (G-G), Beaver Dams, NY	(60/2 wins)
2. Geoff Aaron (Bet), Alpine, CA	(50)
3. Ryon Bell (Mon), Canada	(42)
4. Dan Johnson (Bul), Canada	(36)
5. Dennis Sweeten (Mon), Oregon City, OR	(31)
6. Travis Fox (G-G), Montoursville, PA	(28)
7. Chris Bardell (G-G), Millertown, PA	(28)

FIM World Championship Road Racing Series

7/18 Sachsenring, Germany, Rnd 9
TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series

8/1 Brands Hatch, England, Rnd 9
8/29 A-1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World Championship Motocross Series

7/18 Lucenec, Slovakia, Rnd 8
8/1 Namur, Belgium, Rnd 9
8/8 Folkendange, Luxembourg, Rnd 10
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lierop, Holland, Rnd 13

FIM 250cc World Championship Motocross Series

8/1 Gdynia, Poland, Rnd 11
8/8 Folkendange, Luxembourg, Rnd 12
8/22 Nismes, Belgium, Rnd 13
8/29 Gaildorf, Germany, Rnd 14
9/12 Budds Creek, MD, Rnd 15

FIM 125cc World Championship Motocross Series

7/11 Launsdorf, Austria, Rnd 9
7/18 Orahova Vas, Slovakia, Rnd 10
8/8 Roggenburg, Switzerland, Rnd 11
8/22 Haenchen, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations

9/26 Indaiatuba, Brazil

FIM World Individual Speedway C'ship Grand Prix Series

7/31 Coventry, England, Rnd 4
8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vojens, Denmark, Rnd 6
7/18 Poole, Great Britain (Intercontinental Final)
7/25 Wroclaw, Poland (Continental Final)
10/10 Lorigo, Italy (Grand Prix Challenge)

FIM Trial World C'ship Series

9/4-5 Biasca, Switzerland
9/11-12 Lavarone, Italy
9/26 Ettelbruck-Warken, Luxembourg

FIM World Sidecar C'ship

7/25 Rijkersvoss, Belgium
8/1 Chernivtsi, Ukraine
8/8 Kegums, Latvia
9/5 Canada Heights, Great Britain
9/12 Tagerig, Switzerland

AMA MBNA Superbike Series

7/16-18 Lexington, OH, Rnd 10
7/30-8/1 Brainerd, MN, Rnd 11
9/17-19 Fountain, CO, Rnd 12
10/1-3 Las Vegas, NV, Rnd 13
Info: 614/856-1900

AMA Drag Specialties Grand National Dirt Track Series

7/17 Oklahoma City, OK, Rnd 10
7/24 Du Quoin, IL, Rnd 11
7/31 Rossburg, OH, Rnd 12
8/7 Lake Odessa, MI, Rnd 13
8/11 Rapid City, SD, Rnd 14
8/15 Peoria, IL, Rnd 15
8/21 Hagerstown, MD, Rnd 16
8/28 Sedalia, MO, Rnd 17
9/5 Springfield, IL, Rnd 18
9/11 Dallas, TX, Rnd 19
9/18 Sacramento, CA, Rnd 20
10/2 Las Vegas, NV, Rnd 21
10/10 Del Mar, CA, Rnd 22
Info: 614/856-1900

AMA Mazda Trucks

National Motocross Series

7/18 New Berlin, NY, Rnd 7
7/25 Troy, OH, Rnd 8
8/1 Washougal, WA, Rnd 9
8/15 Millville, MN, Rnd 10
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/856-1900

AMA Acerbis

National Enduro Series

7/25 Akeley, MN, Rnd 11
8/22 Harrison, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
Info: 614/856-1900

AMA National

Hare & Hound Series

10/9 Wendover, NV, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/856-1900

AMA National

Hare Scrambles Series

7/18 Kahoka, MO, Rnd 7
8/29 Millfield, OH, Rnd 8
10/3 Lynnvill, IN, Rnd 9
Info: 614/856-1900

AMA Grand National

Cross Country Series

8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordville, IN, Rnd 13
Info: 304/284-0084

AMA/NATC National

Observed Trials Championship

8/21-22 Ute Cup/Sargent, CO
8/28-29 Casper, WY

AMA/District 36 Vintage/Veteran Dirt Track Series

7/17 Lodi, CA, Rnds 33, 34
7/24 Lodi, CA, Rnds 35, 36
7/31 Stockton, CA, Rnd 37
8/14 Lodi, CA, Rnds 38, 39
8/21 Lodi, CA, Rnds 40, 41
9/11 Lodi, CA, Rnds 42, 43
9/18 Lodi, CA, Rnds 44, 45
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/466-6781 or 209/883-0639

AMA/District 36 Amateur/Youth Dirt Track Series

7/17 Lodi, CA, Rnds 33, 34
7/24 Lodi, CA, Rnds 35, 36
7/31 Stockton, CA, Rnd 37
8/14 Lodi, CA, Rnds 38, 39
8/21 Lodi, CA, Rnds 40, 41
9/11 Lodi, CA, Rnds 42, 43
9/18 Lodi, CA, Rnds 44, 45
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/883-0639 or 209/466-6781 or 530/476-3001

AMA/District 37

Grand Prix Big 6 Series

10/2-3 Glen Helen, CA
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

AMA/District 37

Dual Sport Ride Series

7/17-18 Bass Lake, CA
7/24-25 Sequoia National Forest, CA
7/31-8/1 Mammoth Lakes, CA*
8/7-8 Big Bear Lake, CA
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
9/25-26 Ridgecrest, CA
10/3 San Bernardino, CA
10/9-11 Las Vegas, NV
10/16-17 Mesquite, NV*
10/30-31 El Centro, CA
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
11/26-27 L.A.-Barstow to Vegas
12/26 Cantil, CA
*National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Prostar National

Drag Racing Series

8/13-15 Indianapolis, IN, Rnd 6
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar Regional

Drag Racing Series

10/16-17 Houston, TX
Info: 256/852-1101

AMA Prostar West

Drag Racing Series

8/21 Salt Lake City, UT, Rnd 4
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

AMA Texas Championship

Hare Scrambles Series

7/18 Walnut Creek, TX, Rnd 9
8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or http://www.flash.net/~tchss.

AMA Georgia C'ship MX Series

9/19 Roberta, GA, Rnd 7
9/26 Macon, GA, Rnd 8
10/3 Reynolds, GA, Rnd 9
10/10 Roberta, GA, Rnd 10
10/24 Bremen, GA, Rnd 11
11/7 Dalton, GA, Rnd 12
Info: 912/788-0413 or 706/278-1620

AMA/District 7 Hare Scrambles Championship Series

7/25 Budds Creek, MD
8/22 Budds Creek, MD
10/10 Budds Creek, MD
Info: 410/792-7200

AMA Four Corners MX Series

7/25 Aztec, NM
8/8 Mancos, CO
8/29 Aztec, NM
9/5 Mancos, CO
9/26 Aztec, NM
10/10 Aztec, NM
Info: 800/720-MOTO or 970/533-9747

AMA Western Four-Stroke National Motocross Series

7/31 Washougal, WA
9/4-5 Albany, OR
9/18-19 Oklahoma City, OK
9/25-26 Lakewood, CO
10/23-24 Phoenix, AZ
Info: 503/708-8486 or 503/699-5935 or http://www.4strokenationals.com

AMA/District 25 Rocky Mountain MX Association Summer Series

7/18 Erie, CO
8/8 Erie, CO
8/22 Watkins, CO
9/5 Craig, CO
9/12 Brush, CO
9/19 Milliken, CO*
10/2-3 Craig, CO*
*District 25 state championship series
Info: 303/271-0190 or http://www.rmx.com

AMA/District 34

Family Motocross Series

7/25 Walden, NY
8/1 Monticello, NY
8/8 Claverack, NY
8/15 Modena, NY
8/22 Walden, NY
9/5 Modena, NY
9/12 Claverack, NY
9/19 Walden, NY
9/26 Modena, NY
10/3 Modena, NY
10/10 Modena, NY
10/17 Walden, NY
10/24 Modena, NY
10/31 Walden, NY
11/7 Modena, NY
11/14 Modena, NY
Info: 518/828-6149

AMA Southern California MX Championship Series

7/18 Palmdale, CA, Rnd 5
8/1 Glen Helen, CA, Rnd 6
8/8 San Jacinto, CA, Rnd 7
8/15 Glen Helen, CA, Rnd 8
8/22 Palmdale, CA, Rnd 9
9/5 Piru, CA, Rnd 10
Info: 805/589-9265

AMA Tecnosol Carolina

Ultra Motocross Series

8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

AMA Pro-Am Mega MX Series

7/17-18 Blountville, TN, Rnd 11
9/5 London, KY, Rnd 12
9/12 Blountville, TN, Rnd 13
9/25-26 Pigeon Forge, TN, Rnd 14
10/3 London, KY, Rnd 15
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

AMA/Suzuki

Dual Sport Trail Ride Series

7/17-18 Davis, WV
7/25-30 Newberry, MI
7/31-8/1 Berkshire, NY
7/31-8/1 Mammoth Lakes, CA
9/11-12 Golden Pond, KY
9/18-19 Waynesburg, PA
9/25-26 Columbus, IN
10/2-3 Woodstock, VA
10/9-10 Angels Camp, CA
10/16-17 McArthur, OH
10/16-17 Mesquite, NV
10/23-24 Saucier, MS
10/30-31 Terlingua, TX
11/26-27 Los Angeles, CA
Info: 614/856-1900

AMA Bailzee Grand Championship MX Series

7/18 Danville, VA
7/25 Reidsville, NC
8/1 Axton, VA
8/8 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern Motocross Fall Series

9/5 Dillwyn, VA
9/18 Danville, VA

9/26 East Bend, NC
10/3 Reidsville, NC
10/10 Elizabeth City, NC
10/17 Sanford, NC
10/24 Danville, VA
10/31 Axton, VA
11/7 Dillwyn, VA
Info: 804/724-4392

AMA Pacific Northwest Championship Series

7/25 Trulson, WA
8/8 Mount View, WA
8/15 Ward Creek, WA
8/22 Washougal, WA
Info: 541/673-1671 or washougalmx.com

AMA Southern Dirt Track Series

7/17-18 Coleridge, NC
8/28 Macon, GA
9/17-18 TBA
10/16 Danielsville, GA
11/13-14 TBA
Info: 770/962-7888 or 770/339-3997

AMA Pro-Circuit Texas/Oklahoma C'ship Series

8/21-22 Tyler, TX, Rnd 1
9/4-5 Whitney, TX, Rnd 2
9/18-19 Stillwater, OK, Rnd 3
10/16-17 Greenville, TX, Rnd 4
11/13-14 Fort Worth, TX, Rnd 5
Info: 903/882-4215

Sound of Thunder

Four-Stroke Motocross Series

Pacific Northwest

7/18 Sandy, OR
8/7-8 Albany, OR

Central States

8/12 Ponca City, OK

Final Event

9/11-12 Donner Ranch, Lake Tahoe, CA
Info: 530/221-0912

SERA Hare Scrambles Series

7/25 Maplesville, AL
9/25 Hattiesburg, MS
10/10 Fort Polk, LA
10/24 Andalusia, MS
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
2/6 Meridian, MS
Info: 601/763-7427

SERA Enduro Series

8/8 Breezy Hill, LA
8/29 Little Rock, AR
9/12 Rockford, AL
9/26 Hattiesburg, MS
11/7 Maplesville, AL
Info: 205/980-5191

AHRMA/Progressive Suspension Historic Cup Road Race Series

8/14-15 South Haven, MI
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

AHRMA/Speed & Sport

Vintage Motocross Series

7/31 Colorado Springs, CO
8/14 Southwick, MA
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike

Magazine Dirt Track Series

7/24 Weedsport, NY
9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

AHRMA/Speed & Sport

Vintage Trials Series

8/1 Colorado Springs, CO
8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickinson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA National GP Series

8/29 Thornville, OH
10/3 San Bernardino, CA
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

AHRMA Dixie Cup

Regional Road Race Series

10/2-3 Talladega, AL
10/23-24 Kershaw, SC

AHRMA Masters of the Midwest

Regional Road Race Series

8/14-15 South Haven, MI

AHRMA Pacific Crown

Regional Road Race Series

9/18 Park City, UT

AHRMA Mid-Atlantic

Vintage Motocross Series

7/31 Axton, VA
8/21 Shippensburg, PA
10/17 Elizabeth, NC
Info: 703/707-8692 or www.vintagemx.com

AHRMA Midwest

Regional Motocross Series

8/21 Belding, MI
8/28 Thornville, OH
9/11 Lamoni, IA
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or braken@worldnet.att.net

AHRMA Northwest

Regional Motocross Series

7/18 Carson City, NV
8/22 Chehalis, WA
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

AHRMA Northwest

Lumberjack Motocross Series

8/22 Chehalis, WA
10/3 Madras, OR
Info: 408/663-4014 or mlight@mbay.net

AHRMA Southeast

Regional Motocross Series

7/17 Bremen, GA
8/15 Steele, AL
9/19 Macon, GA
10/31 Edgefield, SC
11/14 Reddick, FL
Info: 770/979-8310 or kavula_m@mercer.edu

AHRMA Southeast

Regional Trials Series

7/17 Bremen, GA
9/18 Macon, GA
10/2-3 Dickson, TN
10/31 Monroe, GA
Info: 334/826-1969

AHRMA H&H KTM

Southeast GP Series

9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/979-8310 or kavula_m@mercer.edu

AHRMA Southwest

Regional Motocross Series

8/15 Big Bear, CA
9/12 Gorman, CA
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

AHRMA Western

Regional Dirt Track Series

7/17 Carson City, NV
8/8 Hollister, CA
8/22 Lodi, CA
8/28 Brentwood, CA
9/6 Lancaster, CA
10/2 Madera, OR
10/8 Barona, CA
10/23-24 Tulare, CA
Info: 818/992-5343

AHRMA Western

Regional Trials Series

8/21 Chehalis, WA
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

AHRMA/Eldorado Cycle

Midwest Trials Series

7/25 Kansas City, MO
9/12 Bismark,

9/4 Plains, MT
9/10 Meridian, ID
9/19 Missoula, MT
9/24 Meridian, ID
10/1 Spokane, WA
10/3 Missoula, MT
Info: 208/756-2548 or 208/769-2005

KORR Hare Scrambles Series

9/12 Wichita, KS
10/3 Sterling, KS
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

KORR Fall Motocross Series

8/8 Sterling, KS
8/29 Wichita, KS
9/11 Wichita, KS
9/19 Marion, KS
9/26 Inman, KS
10/10 Marion, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

CMC Trans-Cal MX Nationals

South
8/29 Devore, CA, Rnd 1
9/26 Victorville, CA, Rnd 2
10/3 Palmdale, CA, Rnd 3
10/17 Piru, CA, Rnd 4

North
8/15 Carson City, NV, Rnd 1
8/21 Marysville, CA, Rnd 2
8/29 Hollister, CA, Rnd 3
9/12 Livermore, CA, Rnd 4

Pacific Northwest

8/28 Albany, OR, Rnd 1
8/29 Albany, OR, Rnd 2

Final Showdown
10/23-24 Marysville, CA
Info: 949/367-1141

KTMX Motocross Series

7/17 Atwood, TN
8/7 Atwood, TN
8/22 Dyersburg, TN
8/29 White Plains, KY
9/4 Paris, TN
9/18 Paris, TN
9/26 Drafenville, KY
10/2 Paris, TN
10/10 Drafenville, KY
10/16 Murray, KY
10/24 Milan, TN
10/31 White Plains, KY
Info: 901/642-0511

International Old-Timers

Motocross Series
7/24-25 Albany, OR, Rnd 7
9/4-5 Fernley, NV, Rnd 8
9/18-19 Edmonton, AB, Canada, Rnd 9
10/23-24 Lake Elsinore, CA, Rnd 10
Info: 253/840-0466 or
www.seanet.com/~russr

Women's MX League Series

7/31 Washougal, WA
8/2-7 Nashville, TN
8/28 Binghamton, NY
Info: 949/837-2206

North American

Sport Bike Series
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

Formula USA Road Race Series

7/17-18 Portland, OR
8/27-29 Long Pond, PA
Info: 530/582-1061

GFI Night MX Series

7/17 San Bernardino, CA
7/24 San Bernardino, CA
8/14 Moreno Valley, CA
8/21 San Bernardino, CA
8/28 Moreno Valley, CA
Info: 909/653-4042

GFI Elsinore Grand Prix

11/13 Lake Elsinore, CA
11/14 Lake Elsinore, CA
Info: 909/653-4042

GFI Fall Motocross Series

9/12 Perris, CA
9/19 Moreno Valley, CA
9/26 San Bernardino, CA
10/10 Lake Elsinore, CA
10/24 San Bernardino, CA
Info: 909/653-4042

Northwest Regional MX Series

7/18 Carson City, CA, Rnd 8
8/22 Chehalis, WA, Rnd 9
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

NMA Ponca City Grand

National MX Championship
7/27-31 Ponca City, OK
Info: 562/868-8112

Branson USA MX Championship

10/1-3 Branson, MO
Info: 909/657-6834

La Playa MX Grand Prix Series

8/22 Rosarito, BC, Mexico, Rnd 3
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or
www.toomuchfun.com.mx

WERA National

Endurance Road Race Series

7/31 Summit Point, WV, Rnd 6
8/14 Kershaw, SC, Rnd 7
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

WERA National Challenge

Road Race Series

7/30-8/1 Summit Point, WV, Rnd 6
8/13-15 Kershaw, SC, Rnd 7
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

WERA Vintage

Road Race Series

7/24-25 Kershaw, SC
7/24-25 Mount Meridian, IN*
8/7-8 Faulkville, GA
8/7-8 South Haven, MI*
8/14-15 Garrettsville, OH
8/21-22 Talladega, AL
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH*
9/18-19 Faulkville, GA
9/25-26 Mount Meridian, IN
10/6-10 Braselton, GA*
*double points event
Info: 770/924-8404

WERA Sportsman

Road Race Series

North Central
7/24-25 Mount Meridian, IN
8/7-8 South Haven, MI
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
Northeast
7/24-25 Kershaw, SC
7/30-8/1 Summit Point, WV
8/14-15 Garrettsville, OH
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
Mid-Central
8/21-22 Hallett, OK
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN
South Central
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Southeast
7/24-25 Kershaw, SC
8/7-8 Faulkville, GA
8/13-15 Kershaw, SC
8/21-22 Talladega, AL
9/18-19 Faulkville, GA
Info: 770/924-8404

NETRA C'ship Enduro Series

7/18 Oxford, MA
8/1 West Greenwich, RI
8/8 West Granville, MA
9/19 Windsor, MA
10/17 Brimfield, MA
10/31 Brimfield, MA
11/7 West Stafford, CT
11/14 Central Village, CT
Info: 860/875-5757

NETRA Championship

Hare Scrambles Series

8/22 Union, CT
9/5 Uxbridge, MA
10/3 Sterling, CT
10/10 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series

8/15 Chelsea, VT
9/12 North Haverhill, NH
9/26 Wrentham, MA
10/10 Winchendon, MA
10/24 Central Village, CT
Info: 860/875-5757

NETRA Championship

Junior Enduro Series

7/24 Southampton, MA
8/21 Union, CT
9/11 Mariden, CT
10/9 Assonet, MA
10/16 New Ashford, MA
10/30 Brimfield, MA
11/6 Winchendon, MA
Info: 860/875-5757

Carolina Ultra Series

8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

Rocky Mountain

Enduro Circuit Series

8/1 Espanola, NM
8/22 Del Norte, CO
9/12 Cloudercroft, NM
11/14 Matador, TX
Info: 307/742-4136

Missouri State Motocross

Championship Series

7/18 Grain Valley, MO
7/31 Billings, MO
8/15 Moberly, MO
9/6 Hawk Point, MO
9/19 Springfield, MO
10/10 Merwin, MO
10/24 Columbia, MO
Info: 417/887-3524

Missouri Hare Scrambles

Championship Series

7/17-18 Kahoka, MO
7/25 Knob Noster, MO
8/8 Cole Camp, MO
8/22 Lebanon, MO
9/19 Smithville, MO
10/10 Festus, MO
Info: 417/537-8406

Michigan State Fair SX Series

7/17 Charlotte, MI
7/20 Marne, MI
7/22 Hastings, MI
7/25 Sandusky, MI
7/29 Holland, MI
7/30 Ionia, MI
8/10 Coldwater, MI
8/20 Marshall, MI
8/24 Ludington, MI
8/27 Hudsonville, MI
9/18 Muskegon, MI
9/20 Centerville, MI
Info: 616/924-5778

Missouri-Illinois

Trials Association

8/29 Litchfield, IL
9/12 Bismarck, MO
10/10 White City, IL
11/7 Oakdale, IL
Info: 618/362-6568

CMRRA 50cc/125cc

C'ship Road Race Series

8/8 Riverside, CA
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series

7/17-18 Rosamond, CA, Rnd 7
8/14-15 Rosamond, CA, Rnd 8
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

Great River Road

Raceway Motocross Series

7/31 Dyersburg, TN
8/8 Dyersburg, TN
Info: 901/286-6565 or
http://www.flybyme.com

West Coast Flat Track Series

7/17 Watsonville, CA
Info: 714/529-6054

West Coast Vintage

Flat Track Series

9/19 Sacramento, CA
Info: 661/268-0105

Galpin Ford Dual Sport

Adventure Series

10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

Desert Challenge

Bikes & ATV Series

9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

Trials Incorporated

Championship Trials Series

7/31-8/1 Carrollton, KY
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

STTARS Super TT American

Racing Series

Triple Crown National Championship

7/17-18 Portland, OR
8/14-15 Donner Summit, CA
12/4-5 Long Beach, CA

Northeast

8/28-29 Pocono, PA

ELDORA ENTERPRISES PRESENTS The Fourth Annual

Brought To You by KK Motorcycle Supply

F & S HARLEY-DAVIDSON AMA 1/2 MILE NATIONAL

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And
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KERKER

Saturday - July 31, 1999

Eldora Speedway - Rossburg, Ohio

Practice 5:00 * Time Trials 6:00 * Races 8:00

12 & Under Free 13-15 Yrs \$10.00 General Admission \$18.00

Reserved Seats: \$20.00

937-338-3815

AMA
SANCTIONED

MOTOCROSS
PRO-AM
WASHINGTON TOWN & COUNTRY FAIR

AUGUST 8

MX ENTRANCE
FAIRGROUNDS
HWY 100
HWY 47

Gate Opens 10:00 AM
Practice 12:00 PM
Qualifiers 2:00 PM
Main Events 6:00 PM

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BILL'S 66 STATION

\$9000 GUARANTEED PURSE

EXPERT PAYOUT PER MAIN EVENT			
PER CLASS		25+/30+ class	
1st	\$800	7th	\$175
2nd	\$700	8th	\$150
3rd	\$550	9th	\$125
4th	\$350	10th	\$100
5th	\$275	11th	\$100
6th	\$200	12th	\$100

Entry Fee
Money Class \$30
Trophy Class \$20

Gate Fee
Adults \$13
Children \$7
Includes entry
into Fairgrounds
Due to number of entries only vehicles
carrying MX Bikes will be allowed in pits.
Additional parking available elsewhere on grounds.
NO cans or glass containers.
NO alcohol allowed in pits. NO camping.
First 15 pre-entered experts free entry
Limited to one class

Cut off Date 8/1/99

Refreshments
Available
Saturday Night
Beach Boys
Sunday Night
Neil McCoy

Pee-Wee Jr & Sr
(entry \$10)
60cc
80 Sr. & Jr.
25+ / 30+
125 ABC
250 ABC
TROPHY and
CONTINGENCIES
District 18
YZ Bucks

1-800-748-8098 For Info

Mail Pre-Entry To:
Tri-Pod Racing c/o J&W Cycles
P.O. Box 354, Washington, MO 63090

Name _____
Address _____
AMA# _____ Expires _____
Class _____ Bike Brand _____

Northwest

7/17-18 Portland, OR
8/14-15 Donner Summit, CA
9/5 Hermiston, OR

Southwest

7/24 Bakersfield, CA
8/14-15 Donner Summit, CA
12/4-5 Long Beach, CA
12/12 Buttonwillow, CA
Info: 949/768-4626 or www.superrt.com

USCRA Vintage Series

7/23-25 Shubenacadie, NS, Canada
8/13-15 Loudon, NH
8/20-22 Mosport, ON, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

USRA Desert Series

7/21 TBA
8/11 Jericho, UT
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

CCS/Florida State Motorcycle**Roadracing Championship**

7/24-25 Homestead, FL
8/21-22 West Palm Beach, FL
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or
www.ccsracing.com

CCS/Mid-American Motorcycle**Roadracing Championship**

7/31-8/1 South Beloit, IL
8/14-15 Topeka, KS**
9/25-26 South Beloit, IL*
*double points
**twin sprint weekend
Info: 828/684-4297 or
www.ccsracing.com

CCS/Mid-Atlantic Motorcycle**Roadracing Championship**

7/24-25 Bloomingdale, GA
9/4-5 Bloomingdale, GA
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or
www.ccsracing.com

CCS/New England Motorcycle**Roadracing Championship**

7/17-18 Loudon, NH
8/7-8 Loudon, NH
9/4-5 Loudon, NH
10/2-3 Loudon, NH
Info: 828/684-4297 or
www.ccsracing.com

CCS/Southeastern U.S.**Motorcycle Roadracing C'ship**

7/24-25 Bloomingdale, GA
9/4-5 Bloomingdale, GA
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or
www.ccsracing.com

CCS/Southwestern U.S.**Motorcycle Roadracing C'ship**

9/4-5 Chandler, AZ
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA**
12/4-5 Chandler, AZ*
*double points
**twin sprint weekend
Info: 828/684-4297 or
www.ccsracing.com

CCS Race of Champions**National Championship Finals**

10/21-24 Daytona Beach, FL

North American Sport Bike Series

8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/21-24 Daytona Beach, FL
Info: 828/684-4297

SRAC/Mazda Motocross Series

7/25 Cheyenne, WY
8/1 Colorado Springs, CO
8/15 Berthoud, CO
8/22 Pueblo, CO
9/12 Cheyenne, WY
9/19 Colorado Springs, CO
Info: 307/638-2226

SRAC/Mazda Supercross Series

7/17 Colorado Springs, CO
8/7 Grand Junction, CO
8/28 TBA
Info: 307/638-2226

Sunshine State Motocross**Championship Series**

7/18 Dade City, FL
7/25 Ona, FL
8/15 Ocala, FL
8/22 Orlando, FL
8/29 Reddick, FL

9/5 Dade City, FL
9/12 Ona, FL
Info: 352/242-2605

KB Racing Promotions NorCal**Championship MX Series**

7/23 Sacramento, CA*
8/13 Sacramento, CA*
8/27 Sacramento, CA*
9/10 Sacramento, CA*
9/24 Sacramento, CA*
10/8 Sacramento, CA*
10/22 Sacramento, CA*

*fall series round

Info: 916/682-6123 or
www.jps.net/kbracing

California Cross**Motocross Summer Series**

7/18 Sacramento, CA
8/1 Sacramento, CA
8/8 Sacramento, CA
8/29 Sacramento, CA
9/5 Sacramento, CA
9/19 Sacramento, CA
Info: 916/782-8511 or
www.californiacross.com

Canyon Offroad Park**Summer Gold MX Series**

7/17 Glendale, AZ
7/24 Glendale, AZ
7/31 Glendale, AZ
Info: 623/434-4363

Meadowlark Motocross Series

8/8 Amherst, OH
8/22 Amherst, OH
9/6 Amherst, OH
Info: 216/988-3133 or 216/988-9100

Meadowlark**Hare Scrambles Series**

9/26 Amherst, OH
10/24 Amherst, OH
Info: 216/988-3133 or 216/988-9100

CMRA Endurance**Road Racing Series**

7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Info: 281/342-9032

CMRA Road Racing Series

7/24-25 Calgary, AB, Canada, Rnd 3
8/21-22 Calgary, AB, Canada, Rnd 4
9/4-5 Calgary, AB, Canada, Rnd 5
Info: 403/272-7223

Southeastern Mini**Roadracing Association Series**

9/9 Concord, NC
10/17 Concord, NC
11/17 Concord, NC
Info: 704/932-6179 or 704/784-1767

MRAN Desert Series

7/17 Ely, NV
8/14 Panaca, NV
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

Southern California**Flat Track Championship Series**

7/24 Temecula, CA
8/21 Temecula, CA
9/18 Temecula, CA
10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecula, CA
Info: 619/277-1591

District 3 Eastern New York**Sports Committee Dirt Track**

7/17 Harpursville, NY
7/18 Schenectady, NY
7/24 Accord, NY
8/2 Schenectady, NY
8/7 Accord, NY
8/14 Harpursville, NY
8/22 Schenectady, NY
8/28 Accord, NY
9/4 Accord, NY
9/12 Schenectady, NY
9/18 Harpursville, NY
9/25 Harpursville, NY
9/26 Schenectady, NY
10/3 Harpursville, NY
10/10 Schenectady, NY
Info: 607/693-1031

Honda Hills Outlaw**Short Track Series**

8/14 Thornville, OH
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville, OH
10/16 Thornville, OH
Info: 740/323-3766

Southern Illinois Hare**Scrambles Series**

9/12 Fosterburg, IL
9/19 Jonesboro, IL

10/3 Belleville, IL
10/31 White City, IL
Info: 618/235-4777

Virginia Championship**Hare Scrambles Series**

8/15 Wytheville, VA
8/22 Danville, VA
9/19 Middlebrook, VA
9/26 Martinsville, VA
10/10 Newport News, VA
10/24 Dillwyn, VA
11/7 Surry, VA
Info: 757/255-4620 or 540/980-0591

ECEA C'ship Enduro Series

7/18 Blain, PA
7/25 Crossforks, PA
8/1 West Greenwich, RI
8/8 Middlebury Center, PA
8/15 Speedville, NY
8/29 Mauricetown, NJ
9/12 Shippensburg, PA
9/19 Brandonville, PA
9/26 New Lisbon, NJ
10/24 New Gretna, NJ
10/31 Delaware City, DE
Info: 717/865-0601

ECEA Championship**Hare Scrambles Series**

10/3 Belle Plain, NJ
10/10 Budds Creek, MD
10/17 Mauricetown, NJ
11/7 Warren Grove, NJ
11/14 New Lisbon, NJ
Info: 717/865-0601

ECEA Dual Sport Series

10/10 Indian Mills, NJ
11/21 Belle Plain, NJ
Info: 717/865-0601

Unlimited Sports**Florida Gold Cup Series**

9/19 Gainesville, FL
9/26 Reddick, FL
10/3 Ocala, FL
10/10 Dade City, FL
10/17 Okeechobee, FL
10/24 Gainesville, FL
Info: 904/935-6872

Unlimited Sports**Florida Winter AM Series**

1/1-2 Gainesville, FL
1/9 Reddick, FL
1/16 Ocala, FL
1/23 Dade City, FL
1/30 Gainesville, FL
Info: 904/935-6872

Unlimited Sports**Winter National Olympics**

11/22-27 Gainesville, FL
Info: 904/935-6872

JULY						
S	M	T	W	T	F	S
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

AUGUST						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

*Denotes Pro Payback

Thur, July 15

*MISSOURI MOTOCROSS - RJ Wohlberg Motocross Promotions, Cass County Fairgrounds, Pleasant Hill. Info: 816/779-5020.

*OHIO MOTOCROSS - AMA, Madison County Fair, London. Info: 740/756-1267.

July 16-18

OREGON ROAD RACE - Oregon Motorcyclist Roadracing Association, Formula USA. Info: 503/221-1487 or www.omra.com.

*TENNESSEE MOTOCROSS - Victory Sports, Pro-Am Series, Rnd 11, AMA, United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Fri, July 16

*CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

*MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, day race, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

*OHIO MOTOCROSS - Broken Spokes Raceway, night race, New Philadelphia. Info: 330/339-9265.

*OHIO MOTOCROSS - AMA, Harrison County Fair, Cadiz. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

*WISCONSIN MOTOCROSS - AMA Stadium MX, Suzuki contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

July 17-18

*CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmra@aol.com.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, California Trail Rides and Wilson's Motorcycles, Crane Valley Group Campground, Bass Lake. Info: 714/992-9291 or www.district37ama.org.

CONNECTICUT AMATEUR TRIALS - New England Trials Association, Meriden MC, Meriden. Info: 781/938-9298 or http://people.ne.mediaone.net/trials-net/index.html.

MISSOURI HARE SCRAMBLES - AMA National Hare Scrambles, Midwest Motorsports, Kahoka. Info: 660/727-3301.

NEVADA MOTOCROSS - AHRMA Vintage Racing, Silverstate Raceway, Carson City. Info: 775/881-2291.

*PENNSYLVANIA MOTOCROSS - Doubin Gap Motocross Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

WEST VIRGINIA MOTOCROSS - Racer Productions, AMA National Dual Sport Series, Tour 3, Davis. Info: 304/284-0084.

Sat, July 17

ARIZONA MOTOCROSS - Valley Kawasaki Summer Gold Series, Canyon Offroad Park, night race, Glendale. Info: 623/434-4363.

ARKANSAS SPEEDWAY - Ciebun County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA ROAD RACE - Northern California Karters, Thunderhill Park, Willows. Info: 530/934-5588.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA MOTOCROSS - Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

*CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Super Summer Series, Starwest MX Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

CALIFORNIA MOTOCROSS - CMXR Summer Series, Rnd 2, Old-Timers Club, Carlsbad Raceway, Carlsbad. Info: 888-550-MOTO or www.carlsbadmx.com.

CALIFORNIA SHORT TRACK - RS Racing, California Dirt Track Championship Series, Chowchilla Fairgrounds, Chowchilla. Info: 559/661-0706.

*COLORADO SUPERCROSS - SRAC/Mazda SX Series, Concept Productions Inc., Colorado Springs. Info: 303/988-7722 or 303/989-7436 or jamminmx@aol.com.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/381-4001.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Salmon. Info: 208/756-2548 or 208/769-2005.

*ILLINOIS SHORT TRACK - Lamoine Ramblers, AMA, Macomb. Info: 309/837-1974 or dirttrackd17dir@juno.com.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

MICHIGAN SUPERCROSS - Michigan State Fair SX Series, Eaton County Fair, Charlotte. Info: 616/924-5778.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

*NEW YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

NEW YORK SPEEDWAY - AMA, National qualifier, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

NEW YORK MOTOCROSS - AHRMA VMX Northeast Regional MX Series, Mexico. Info: 914/429-9465 or www.vintagemx.com.

*NORTH CAROLINA MOTOCROSS - NAME Under The Lights Series, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

*OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Missing Links Amish Road Apple Run, Wooster. Info: 330/262-0315.

*OHIO MOTOCROSS - AMA, Franklin County Fair, Hilliard. Info: 740/756-1267.

*OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

*OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

*PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Summer Championship, Hanover. Info: 717/359-4310 or www.trailwayspeedway.com.

*TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

*VIRGINIA SHORT TRACK - Virginia Outlaw Series, Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

Sun, July 18

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

CALIFORNIA ROAD RACE - Northern California Karters, Thunderhill Park, Willows. Info: 530/934-5588.

CALIFORNIA MOTORCYCLE SHOW - 8th annual Los Angeles Mikuni Calendar Motorcycle Show, Museum of Flying, Santa Monica Airport, Los Angeles. Info: 310/392-8822 or www.fastdates.com.

*CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Rnd 11, Ramona. Info: 760/752-8252 or 760/752-8252.

*CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 4, IMI Motorsports, Erie. Info: 303/271-0190 or www.mxa.com.

*COLORADO FLAT TRACK - Harry's Roamers MC, El Paso County Fairgrounds, Calhan. Info: 303/452-8526.

*DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

*GEORGIA SUPERCROSS - Wings & Wheels, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219 or dirtman23@aol.com.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 14th annual Motorcycle Parts Extravaganza, Ride-In Bike Show and Rodeo, Will County Fairgrounds, Peotone. Info: 319/462-6011.

ILLINOIS ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Oakbrook. Info: 828/665-6891.

*ILLINOIS HALF MILE - Brushpoppers MC, AMA, Morrison. Info: 815/626-4756 or dirttrackd17dir@juno.com.

* OHIO MOTOCROSS - AMA, Jackson County Fair, Jackson. Info: 740/756-1267.

Fri, July 23

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.kbracing.com.

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, North vs. South Challenge, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or <http://speedwaybikes.com>.

INDIANA SHORT TRACK - 100cc Vintage Flat Track Club, Lawrenceburg. Info: 740/929-4229.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

* NEVADA MOTOCROSS - CMC, Silverstate Raceway, night race, Carson City. Info: 775/881-2291.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Midwest Action, Cycle Night, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

July 24-25

CALIFORNIA DUAL SPORT RIDE - AMA, District 37 out there, Troy Meadows Overflow Campground, Sequoia National Forest, Kennedy Meadows. Info: 760/377-1179 or www.district37ama.org.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

MICHIGAN ROAD RACE - Great Lakes Road Racing Association, Rnd 6, Gingerman. <http://www.glrta.com/schedule.htm>.

OHIO MOTORCYCLE RUN - District 12 of Ohio Association Inc., Glass City Two-Wheeling, Kenton. Info: 419/666-8413.

WASHINGTON MOTOCROSS - International Old-timers MX, Oregon Old-timers. Info: 253/840-0466 or <http://www.seanet.com/~russr>.

Sat, July 24

* ALABAMA MOTOCROSS - Kilpatrick MX, night race, Albertville. Info: 256/561-3495.

* ARIZONA MOTOCROSS - CMC Copperstate Classic Stadiumcross, Arizona State Fairgrounds, Phoenix. Info: 602/272-1782.

ARIZONA MOTOCROSS - Valley Kawasaki Summer Gold Series, Canyon Offroad Park, night race, Glendale. Info: 623/434-4363.

CALIFORNIA ROAD RACE - Porsche Club of American Golden Gate Region, Thunderhill Park, Willows. Info: 530/934-5588.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA FLAT TRACK - Southern California Flat Track Championship Series, San Diego Flat Track Association, Temecula. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Super Summer Series, Starwest MX Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* CALIFORNIA SUPER TT - STARS Super TT American Racing Series, Southwest, Rnd 8, Mesa Marin Speedway, Bakersfield. Info: 949/768-4626 or www.superTT.com.

CALIFORNIA SHORT TRACK - RS Racing, California Dirt Track Championship Series, Chowchilla Fairgrounds, Chowchilla. Info: 559/661-0706.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium1.com.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE.

IOWA MOTOCROSS - AMA, Adel Mid-Summer Championship, Dallas County Fairgrounds, Adel. Info: 515/285-6910.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

MASSACHUSETTS TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Southampton. Info: 860/875-5757 or netra.org.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

MISSOURI MOTOCROSS - CT Summer Series, Rnd 6, Challenge Trax, Kingsville. Info: 816/779-5020.

NEW HAMPSHIRE MOTORCYCLE DRAG RACING - Orient Express Powersports, Gardner Racing Concepts, New England Dragway, Epping. Info: 603/679-8001.

NEW YORK SPEEDWAY - New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or 315/784-5517 or www.frozen-ocean.com.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO MOTOCROSS - Kenworthy's GP Club, Kenworthy's MX Park, Troy. Info: 937/335-4763 or www.kenworthysmxpark.com.

* OHIO DIRT TRACK - Semi-Pro Half Mile Dirt Track, D&B Racing, Logan County Fairgrounds, Bellefontaine. Info: 419/991-8124.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

July 25-30

MICHIGAN MOTOCROSS - Cycle Conservation Club, Newberry. Info: 517/569-9999.

Sun, July 25

ARKANSAS MOTOCROSS - Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

CALIFORNIA ROAD RACE - Porsche Club of American Golden Gate Region, Thunderhill Park, Willows. Info: 530/934-5588.

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG Series, Carlsbad. Info: 760/744-8052.

* CALIFORNIA MOTOCROSS - Summer Series, Salinas Valley Fair, 101 Bowl MX Track, King City. Info: 831/386-1813 or mxrott@inreach.com.

CALIFORNIA MOTOCROSS - Southwest Vintage Racing, Carlsbad Raceway, Carlsbad. Info: 760/727-1171 or 744-8052.

CALIFORNIA HARE SCRAMBLES - AMA, District 37, Rovers MC, Teagle Wash, Red Mountain. Info: 661/252-6392.

CALIFORNIA HARE SCRAMBLES - AMA, District 37, Rovers MC, Teagle Wash, Red Mountain, Ridgecrest. Info: 805/722-9097 or district37ama.org.

CALIFORNIA GRAND PRIX - CZ only MX, CZ owners Club, SVRG, Carlsbad. Info: 760/744-8052 or 760/727-1171.

CANADA TRAIL AND DUAL SPORT - Blair Sharpless and Company, Kawasaki Trail Ride and Dual Sport Series, Midhurst Trail Ride, Ontario. Info: 905/666-9734.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ocala. Info: 352/242-2605.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

* ILLINOIS HALF MILE - CI MC, AMA, District 17, Charleston. Info: 217/895-2143 or dirtrack17dir@juno.com.

* MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, KTM Day, Millington. Info: 517/871-3356.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Sanilac County Fair, Sandusky. Info: 616/924-5778.

MISSOURI MOTOCROSS - Buffalo MX. Info: 417/345-6981.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - AMA, District 18, Finger Lakes State Park, Columbia. Info: 314/488-3174.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Spare Parts, Knob Noster. Info: 417/537-8406.

MONTANA MOTOCROSS - High Country Motorcycle Association, Livingston.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, McCook. Info: 308/345-3744.

NEVADA MOTOCROSS - MRANN Series, Motorcycle Racing Association of Northern Nevada, Reno. Info: 775/322-1499.

* NEVADA MOTOCROSS - Nevada State MX Championship Series, Rnd 4, Moto-X-West and Nevada MX Development, Stead night race, Reno. Info: 775/423-8226 or jaja@phonewave.net.

NEW HAMPSHIRE AMATEUR TRIALS - New England Trials Association, Seacoast Trials Club, Ossipee. Info: 781/938-9298 or <http://people.ne.mediaone.net/trials-net/index.html>.

NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

* NEW YORK MOTOCROSS - Central New York Motocross Riders Association, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517.

* NEW YORK SCRAMBLES - Crusaders Motorcycle Club, Albion. Info: 716/682-3344.

* NEW YORK MOTOCROSS - Hunt Moto Park, WNYMA, Robinson Road, Hunt. Info: 716/476-2697.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Ballzee Grand Championship Series, Rnd 3, Rollins Hills Cycle Park, Reidsville. Info: 336/342-9027.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.raceama.com.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484 or <http://oyl.org/home.mindspring.com>.

* OHIO MOTOCROSS - Stadium Motocross, CRA/Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

OHIO BENEFIT RIDE - 6th annual Hattie Larham Foundation Benefit Ride, Greater Akron Motorcycle Clubhouse, ABATE of Ohio, Akron. Info: 330/425-7830.

* OHIO MOTOCROSS - Pro National, D&D Motocross, Kenworthy's MX Park, Troy. Info: 937/335-4763 or www.kenworthysmxpark.com.

* OKLAHOMA MOTOCROSS - Cooperland Raceway, State Series, Rnd 8, Stillwater. Info: 405/743-1515 or www.cooperland.com.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Clarksville. Info: 931/906-5598 or 931/552-3593.

* WYOMING MOTOCROSS - High Plains Motocross, Sweetwater County Events Complex, Rock Springs. Info: 307/261-3100.

* WYOMING MOTOCROSS - SRAC/CCC, Cheyenne Cycle Club, Cheyenne. Info: 303/988-7722 or 303/989-7436 or www.srac.org.

Mon, July 26

* MARYLAND MOTOCROSS AND HARE SCRAMBLES - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

Sturgis - Sturgis - Sturgis

Black Hills 1/2 Mile Grand National

August 11th, 1999
Practice Starts 5 p.m.
Races 8 p.m.

Hwy. 44 East to
Race Track Road
3 miles South on I-90



Black Hills Speedway, Rapid City, South Dakota

Track Phone - 605-393-2363

Tickets Race Weekend at Rice Honda/Harley Davidson, Rapid City and at Track day of race.

AMA
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Available Now
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462-7979
\$25.00

Friday - July 23, 1999
Thursday - September 2, 1999
Missouri Mules Motor Club, Inc.

Presents
PRO-AM SHORT TRACK



Qualifying at 6:00 p.m.

Race at 8:00 p.m.

\$5,000 PURSE

2 CLASSES

600cc 883cc

Race Information (314) 921-2295 or
(314) 423-1954

Track Information
(618) 931-7836

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CYCLE NEWS

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Over **\$100,000.**

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CLASSES: 125 INT/B INFO:
80 7-11 250 INT/B
80 12-13 VET 30+
80 14-15 SENIOR 40+
125 NOV/C 125 EXPERT
250 NOV/C 250 EXPERT

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Thurs July 15 MX Practice 8am till dusk
Fri July 16 IMS Pro Series Stadiumcross Rd#4 Gates open 4pm
Sat July 17 MX Practice & REM MX 8am till 2pm
Sun July 18 Yamaha Dealer Series / Final Round Gates open 6am
Thurs July 22 MX Practice 8am till dusk

1st Annual IMS Pro Series California AMA
Championship Viewfinders MX • August 1, 1999

1999 California
CRC Race Schedule

100% PRO PAYBACK
Saturday July 17 Saturday Night Special LACR
Sunday July 18 Shamrock's MX / District 37 LACR
Saturday July 24 Saturday Night Special LACR
Saturday July 31 Saturday Night Special LACR
Saturday Aug. 7 Saturday Night Special LACR

Wed. Practice May 12 to Sept. 29 • 4pm to 9pm
Fri. Practice May 28 to Sept. 24 • 4pm to 9pm
CRC Info (661) 272-8889
www.netport.com/lacr-crc

DISTRICT 37
AMA

D-#37 Referee
Skip Earwood
(562) 903-1940

Or For Race Info Only (714) 377-0909

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
July 25	Rovers MC "Boner Run"	Hare Scrambles
	@ Teagle Wash, Red Mountain, CA	
	Info: Karl (805) 722-9097	

Dual Sport Schedule:
Info: 818-249-2141 (3,1)

Date	Club	Event
July 17-18	California Trail Rides	Dual Sport
	@ Crane Vly Grp Campgnd., Bass Lake, CA	
	Info: Larry (714) 992-9291	
July 24-25	Out There "So.Fork Boogie"	Dual Sport
	@ Troy Mdw., Sequoia National Forest	
	Info: Richard or Beth (760) 377-1179	
July 31-Aug 1	Countdown "Mammoth 250"	Dual Sport
	@ Motel 6, Mammoth Lakes, CA	
	Info: Jerry (818) 348-8381	
Aug 7-8	Big Bear Trail Riders	Dual Sport
	@ Snow Summit, Big Bear Lake	
	Info: Ron (909) 866-1502	

District 37 website:
www.district37ama.org

Re-designed MX Track,
Pee-Wee Track
& 1/4 Mile Oval

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Bikes \$1000 Race Cars \$2500
Spectators Always FREE
PRACTICE Fri - Sat - Sun
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Monday (11am - Dusk)

Track Info: (714) 843-9978

Special thanks to Rich Dahn and his sidekick Wally Palomaki for revamping and redesigning the New Sunrise Track!
(The track builder who doesn't get enough credit)

Competition Park Motocross
San Jacinto, CA

Open Practice:
8:00 AM - 6:00 PM (All Tracks)

Thursday, Friday,

Saturday, Sunday

Motocross / Int. Supercross / 60 & 80 / PeeWee
TRACK FULLY GROOMED EACH DAY!

(909) 654-2126 or (760) 633-1197

ZLT
Racing

Practice and Race
Schedule for
Perris Raceway

Fri., July 16	4 - 9:30 (Practice Only)
Sat., July 17	ZLT Hot Summer Nights Rd #4 Gates Open 2:30, Practice 4:00, Racing 5:15
Tues., July 20	10 to 4 Big Bikes - 4 to dusk minis
Wed., July 21	2:00pm to 9:00pm

New Pee Wee Track available.

All minors must be accompanied by a parent or notarized legal guardian.
*All dates subject to change. Call for more information. (909) 657-7441.

RACING ON THE TUBE

JULY BROADCASTS

DATE	TIME	EVENT	NETWORK
7/15/99	6:30 PM	MotoWorld	ESPN2
7/15/99	7:00 PM	Bike Week - Dave Despain, host	Speed
7/16/99	2:30 AM	MotoWorld (R)	ESPN2
7/17/99	6:00 AM	MotoWorld (R)	ESPN2
7/17/99	2:30 PM	AMA Motocross - Buchanan, MI	ESPN2
7/17/99	8:00 PM	FIM World GP 125 - Holland	Speed
7/18/99	2:00 PM	AMA Superbike - Mid Ohio (Live)	Speed
7/18/99	9:00 PM	FIM World GP 250 - Germany (Same day delay)	Speed
7/18/99	10:00 PM	FIM World GP 500 - Germany (Same day delay)	Speed
7/20/99	9:00 PM	AMA 600 Supersport - Laguna Seca	Speed
7/22/99	1:00 AM	AMA Motocross - Buchanan, MI (R)	ESPN2
7/22/99	6:30 PM	MotoWorld	ESPN2
7/22/99	7:00 PM	Bike Week - Dave Despain, host	Speed
7/23/99	2:30 AM	MotoWorld (R)	ESPN2
7/24/99	6:00 AM	MotoWorld (R)	ESPN2
7/27/99	7:30 PM	Motorcyclist, Dave Despain, host	Speed
7/27/99	8:00 PM	AMA Formula Xtreme - Mid Ohio	Speed
7/27/99	9:00 PM	Canadian Superbike C'ship - St. Eustache	Speed
7/28/99	3:00 AM	MotoWorld (R)	ESPN2
7/29/99	6:30 PM	MotoWorld	ESPN2
7/29/99	7:00 PM	Bike Week - Dave Despain, host	Speed
7/30/99	2:30 AM	MotoWorld (R)	ESPN2
7/30/99	8:00 PM	FIM World GP 125 - England	Speed
7/31/99	6:00 AM	MotoWorld (R)	ESPN2
7/31/99	2:00 PM	AMA Motocross - New Berlin, NY	ESPN2

All times shown are Eastern. ESPN2, Fox Sports Net and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

July 27-31

OKLAHOMA MOTOCROSS - 24th annual NMA Grand National MX Championships, Ponca City. Info: 562/868-8112 or 909/657-6782.

Wed, July 28

* ILLINOIS DIRT TRACK - Badger Racing Association, Champaign County Fair, Urbana. Info: 920/699-3387.

* OHIO MOTOCROSS - AMA, Clark County Fair, Springfield. Info: 740/756-1267.

July 29-31

* WASHINGTON MOTOCROSS - AMA, Amateur Day's, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

Thur, July 29

* ILLINOIS DIRT TRACK - Badger Racing Association, Brown County Fair, Mount Sterling. Info: 920/699-3387.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Ottawa County Fair, Holland. Info: 616/924-5778.

July 30-31

MINNESOTA RALLY - Motorcycle rally, Atwater. Info: 320/974-3666.

July 30-Aug 1

OHIO BIKE SHOW - Cruisin' on the Riverfront, Bicentennial Park, Civic Center Drive, Downtown Columbus. Info: 614/823-8080.

Fri, July 30

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or <http://speedwaybikes.com>.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Ionia Free Fair, Ionia. Info: 616/924-5778.

IOWA DIRT TRACK - Iowa Dirt Track Series, Rnd 4, Winterset. Info: 515/265-8388.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTOCROSS - Broken Spokes Raceway, night race, New Philadelphia. Info: 330/339-9265.

* OHIO MOTOCROSS - AMA, Union County Fair, Marysville. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Entertainment Pro-Challenge Suzuki & Kawasaki contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

July 31-Aug 1

CALIFORNIA MOTOCROSS - Countdown, Mammoth Lakes. Info: 818/348-8381.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37 countdown, Motel 6, Mammoth Lakes. Info: 818/348-8381 or www.district37ama.org.

NEW YORK MOTOCROSS - Ithaca Dirt Riders, Berkshire. Info: 607/844-4844.

ILLINOIS DRAG RACE - American Motorcycle Racing Association, Route #66 Raceway, 14th annual Harley Homecoming Nationals and Chicago-Style Blues Fest, Joliet. Info: 815/722-5500.

IOWA DIRT TRACK - DL Racing, Vintage and Modern classes, Louisa County Fairground, Columbus Junction. Info: 319/264-1988 or 319/728-3043.

NEW YORK DUAL SPORT RIDE - Ithaca Dirt Riders, New York Fire Department, Berkshire. Info: 607/844-4844.

Sat, July 31

ARIZONA MOTOCROSS - Valley Kawasaki Summer Gold Series, Canyon Offroad Park, night race, Glendale. Info: 623/434-4363.

ARKANSAS SPEEDWAY - Gieburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA SPEEDWAY - International Speedway, Coors Light/Legal Rights Defenders Summer season opener, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - CMXR Summer Series, Rnd 3, Women's Day, Carlsbad Raceway, Carlsbad. Info: 1-888-550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - Starwest Super Summer Series, Starwest MX Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA SHORT TRACK - RS Racing, California Dirt Track Championship Series, Chowchilla Fairgrounds, Chowchilla. Info: 559/661-0706.

* GEORGIA SUPERCROSS - Outback Range & Recreational Center, Hazlehurst, Mitchell Run Track, Hazlehurst. Info: 912/375-0765.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

* ILLINOIS HALF MILE - Prairie Thunder MC, AMA, District 17, Menard County Fairgrounds, Petersburg. Info: 309/538-4602 or dirtrackd17dir@juno.com.

IOWA MOTOCROSS - SD/IA MX Series, Arthur. Info: 712/367-2331.

IOWA DIRT TRACK - Iowa Dirt Track Series, Rnd 5, Columbus Junction. Info: 515/265-8388.

* KANSAS HALF MILE - AMA, Checkered Flag Productions, Kansas State Fairgrounds, Hutchinson. Info: 940/683-4742.

* KENTUCKY MOTOCROSS - Daniel Boone MX, night race, London. Info: 606/877-1364.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Sprout Patch MX, Missouri State Series Rnd 3, Billings. Info: 417/744-2593.

* OHIO MOTOCROSS - MX Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

WASHINGTON MOTOCROSS - AMA, WML National, Rnd 4, Washougal.

WASHINGTON DIRT TRACK - Playfair, AMA, night race, Pro-Am/Vintage, Spokane. Info: 509/489-5023.

TENNESSEE MOTOCROSS - Mid-South Amateur C'ship Series, Great River Road Raceway, Dyersburg. Info: 901/286-6565 or <http://www.flybynite.com>.

WYOMING FLAT TRACK - VDTA All-Stars Flat Track Racing Series, night race, Sheridan. Info: 719/541-2741.

Sun, Aug 1

* CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Rnd 12, Ramona. Info: 760/752-8252 or www.baronaoksa.com.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

CALIFORNIA MOTOCROSS - Over The Hill Gang MX, Barona Oaks Motocross Park, San Diego. Info: 562/941-1515.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Wild Rat, Colorado Springs. Info: 303/988-7722 or 303/989-7436 or jammimx@aol.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Friend. Info: 308/345-3744.

* NEW YORK HALF MILE - AMA, District 3, Eastern New York Sports Committee Dirt Track, Lebanon Valley Speedway, West Lebanon. Info: 607/693-1031.

NEW YORK MOTOCROSS - Michael James Memorial Team Race, Thunder Ridge Cycle Park, South Edmeston. Info: 607/847-6520 or 847-6815 or www.tridgejm.com.

OHIO MOTOCROSS - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321 or www.daytonmc.org.

OHIO ROAD RUN - District 12 of Ohio, Continental Monte Carlo Run, Junction. Info: 419/393-2625.

* OHIO MOTOCROSS - Sunset Ramblers MC, Rnd 3, Gallon. Info: 419/562-6931 or 562-7325.

OHIO MOTORCYCLE RALLY - second annual Christmas for Kids Charity Motorcycle Rally, Walton Hills Village Hall, Walton Hills. Info: 330/528-0120.

PENNSYLVANIA POKER RUN - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* SOUTH CAROLINA CROSS COUNTRY - Carolina Cross Country Series, Battery Park, Hemingway. Info: 843/558-3031.

* VIRGINIA MOTOCROSS - AMA, District 13, Ballzee Grand Championship Series, Rnd 4, Lake Sugar Tree, Axton. Info: 336/342-9027.

WYOMING FLAT TRACK - VDTA All-Stars Flat Track Racing Series, day race, Sheridan. Info: 719/541-2741.

Aug 2-7

TENNESSEE MOTOCROSS - Women's Motocross League, AMA Amateur Championship, Loretta's, Nashville.

Tues, Aug 3

* OHIO MOTOCROSS - AMA, Vinton County Fair, McArthur. Info: 740/756-1267.

Wed, Aug 4

* OHIO MOTOCROSS - AMA, Gallia County Fair, Gallipolis. Info: 740/756-1267.

Thur, Aug 5

* SOUTH CAROLINA ENDURO SERIES - Carolina Enduro Series, Little Brown Jug Enduro, Clinton. Info: 843/558-3031.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motorsports, Rnd 5, Ballzee Grand Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

Aug 6-7

* NEBRASKA SHORT TRACK - Kam Raceway, night race, Hastings. Info: 402/462-4436 or 402/463-8015.

Aug 6-8

OREGON BIKE SHOW - Hot August Motorsports Jamboree, Pat's Acres Speedway, Canby. Info: 503/671-9132.

Fri, Aug 6

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or <http://speedwaybikes.com>.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, MX Freestyle Competition, night race, Milan. Info: 734/439-7735 or 734/241-1600.

* NEVADA MOTOCROSS - CMC, Silverstate Raceway, night race, Carson City. Info: 775/881-2291.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Ent. Annual Free Corn Roast, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

Aug 7-8

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Big Bear Trail Riders, Snow Summit Ski Resort, Big Bear Lake. Info: 909/866-1502 or www.district37ama.org.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

MICHIGAN ROAD RACE - Great Lakes Road Racing Association, Rnd 7, Grattan. <http://www.glrta.com/schedule.htm>.

Sat, Aug 7

CALIFORNIA SPEEDWAY - Stanley Exhaust Tech Night, Orange County Fairgrounds, night race, Costa Mesa. Info: 949/492-9933.



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Thurs July 22

Merced Fair Race Merced, CA

Saturday Practice prior to all events from 8am til 2pm

CMC Racing

949/367-1141

Trans-Cal MX Nationals *

Sun. Aug 15 Rnd 1N Silverstate Raceway, Carson City, NV
Sat. Aug 21 Rnd 2N Riverfront Park, Marysville, CA
Sat. Aug 28 Rnd 1PNW Albany SX Track, Albany, OR
Sun. Aug 29 Rnd 2PNW Albany SX Track, Albany, OR
Sun. Aug 29 Rnd 1S Glen Helen Raceway, Devore, CA

*Contingency at selected events
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CALIFORNIA MOTOCROSS - CMXR Summer Series, Rnd 4, Bomber Day, Carlsbad Raceway, Carlsbad. Info: 1-888-550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - OTHG Over The Hill Gang MX, Los Banos Fairgrounds, Los Banos. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - Starwest Super Summer Series, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - ZLT Racing, Hot Summer Nights, Rnd 6, Perris Raceway, Perris. Info: 909/657-7441.

* CALIFORNIA SPEEDWAY - AMA, Class A Speedway, Cal-Expo Arena, Sacramento. Info: 707/678-5961 or http://members.aol.com/sidewaysat.

CALIFORNIA OBSERVED TRIALS - "Its Motowest Fun Summer Trials Series," Kids A&B, Novice, Sportsman, Intermediate only, Perris Raceway, Perris. Info: 909/860-1857 or www.itstrials.com.

CALIFORNIA SHORT TRACK - RS Racing, California Dirt Track Championship Series, Chowchilla Fairgrounds, Chowchilla. Info: 559/661-0706.

* COLORADO SUPERCROSS - SRAC/Mazda SX Series, Extreme Promotions, Grand Junction. Info: 307/638-2226 or jamminmx@aol.com.

FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Fort Lauderdale. Info: 954/321-9422 or pepsiairdania.com.

* GEORGIA SUPERCROSS - Georgia Triplecross Summer SX Series, Rnd 8, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219 or dirtman23@aol.com.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Salmon. Info: 208/756-2548 or 208/769-2005.

ILLINOIS HILLCLIMB - AMA, District 17, Cahokia Creek Dirt Riders Inc., White City. Info: 217/324-5069.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE.

* IOWA MOTOCROSS - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

IOWA DIRT TRACK - Iowa Dirt Track Series, Rnd 6, Oskaloosa. Info: 515/265-8388.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Sprout Patch MX, Surdyke Series, Rnd 1, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - Challenge Trax, CT Summer Series, Rnd 7, Kingsville. Info: 816/779-5020.

* MONTANA SUPERCROSS - Fifth Gear Promotions, Electric City Dirt Riders, Rainbow Motorsports Complex, Great Falls. Info: 406/739-4437 or 761-6811.

NEW YORK SPEEDWAY - U.S. vs. Canada, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

* NORTH CAROLINA MOTOCROSS - NAME Under The Lights Series, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO TRIALS - Mid-Atlantic Vintage Trials Series, Toronto. Info: 410/775-7209.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO MOTOCROSS - AMA, Auglaize County Fair, Wapakoneta. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trailwayspeedway.com.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

Sun, Aug 8

* CALIFORNIA MOTOCROSS - Nevada State Championship Series, Rnd 5, Moto-X-West and Jim Willis, Sapiago Springs MX Track, Sapiago Springs. Info: 209/795-1530 or jaja@phonewave.net.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

COLORADO MOTOCROSS - High Desert Racing Club, AMA, District 45, Mancos. Info: 970/533-9747.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

KANSAS MOTOCROSS - Silver City MX, KORR MX Fall Series, Rnd 3, Sterling Amateur Nationals, Sterling. Info: 316/278-2487.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND MOTOCROSS - AMA, District 7, Antietam Motorcycle Club, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://members.aol.com/antietamcc/index.html.

MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Lake Creek, Cole Camp. Info: 417/537-8406.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Kahoka. Info: 660/727-3301.

MONTANA MOTOCROSS - High Country Motorcycle Association, Great Falls.

* MONTANA MOTOCROSS - Fifth Gear Productions, Electric City Dirt Riders, Rainbow Motorsports Complex, Great Falls. Info: 406/739-4437 or 761-6811.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Phillipsburg. Info: 308/345-3744.

* NEW JERSEY MOTOCROSS - Raceway Park Motocross, Normal Semi-Pro Race Day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

NEW YORK MOTOCROSS - WNYSC Silver Springs Racing, Rock Glen. Info: 716/786-2087 or members.xoom.com/issmxcrossing.

* NEW YORK SCRAMBLES - Crusaders MC, Albion. Info: 716/682-3344.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484 or http://oylrs.home.mindspring.com.

* OHIO MOTOCROSS - CRA Amherst Meadowlark MX, Amherst. Info: 440/988-3133 or 440/988-9100.

RHODE ISLAND AMATEUR TRIALS - New England Trials Association, Rhode Island Trials Club, Smith's Berry Farm, North Kingston. Info: 781/938-9298 or http://people.ne.mediaone.net/trials-net/index.html.

TENNESSEE MOTOCROSS - Mid-South Amateur Championship Series, Great River Road Raceway, Dyersburg. Info: 901/286-6565 or http://www.flybynite.com.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367.

Mon, Aug 9

KANSAS FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Pro-600, Pro Masters, Pro-Twin classes, Stockton. Info: 719/541-2741.

Tue, Aug 10

KANSAS FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Pro-600, Pro Masters, Pro-Twin classes, Stockton. Info: 719/541-2741.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Branch County Fair, Coldwater. Info: 616/924-5778.

Thurs, Aug 12

* OHIO MOTOCROSS - AMA, Hartford Fair, Croton. Info: 740/756-1267.

* SOUTH CAROLINA ENDURO - Carolina Enduro Series, Long Cane Enduro, Abbeville. Info: 843/558-3031.

SOUTH DAKOTA FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, day race, Sturgis. Info: 719/541-2741.

Aug 13-15

INDIANA DRAG RACE - AMA, Prostar National Drag Racing Series, Pingel Thunder Motorcycle Nationals, Rnd 6, Indianapolis. Info: 256/852-1101.

Fri, Aug 13

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

NEW YORK MOTORCYCLE DRAG RACING - Orient Express Powersports, Olin's Super Quick Only, Gardner Racing Concepts, Lebanon Valley Dragway, West Lebanon. Info: 518/794-7130.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

SOUTH DAKOTA FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, Pro-600, Pro Masters, Pro-Twin Classes, night race, Sturgis. Info: 719/541-2741.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Ent. Pro-Challenge Suzuki & Kawasaki contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

* WYOMING ARENA CROSS - Douglas Motocross Club, Toby Spence, Wyoming State Fairgrounds, Douglas. Info: 307/358-6302 or jainslie@wyoming.com.

Aug 14-15

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

CALIFORNIA SUPER TT - STTARS Super TT Triple Crown National Championship, Rnd 2, Donner ski area, Donner Summit. Info: 949/768-4626 or www.supertt.com.

MICHIGAN ROAD RACE - Great Lakes Road Racing Association, Rnd 8, Putnam. Info: 734/241-1600 or www.glrar.com/schedule.htm.

* NEVADA MOTOCROSS - Trans-Cal, CMC, Silverstate Raceway, Carson City. Info: 775/881-2291.

Sat, Aug 14

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA SPEEDWAY - Coors Light/The Mix Skirt Night 2, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

* CALIFORNIA MOTOCROSS - Starwest Super Summer Series, Starwest MX Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - ZLT Racing, Hot Summer Nights, Rnd 7, Perris Raceway, Perris. Info: 909/657-7441.

CYCLE NEWS



Southwest Vintage Racing Group
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No Membership Required
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Carlsbad Raceway, Carlsbad, CA
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CYCLE NEWS

OVER THE HILL GANG
Sun., July 25 Hungry Valley Gorman, CA
Gang Only Race
Sun., Aug. 1 Barona Oaks MX Park San Diego, CA
Sat., Aug. 21 Starwest MX Park (night race) Perris, CA
Gang Only Race
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SRA GP California Schedule
Members Non Members
Sunday, July 25th - SRA GP
Glen Helen, San Bernardino, CA
Info (714) 957-2985

559/673-8080
Fri., July 16 Little Okie Summer Series Madera, CA
Sat., July 17 Bounty Hunter Los Banos, CA
Fri., July 23 Little Okie Summer Series Madera, CA
Sat., July 24 Bounty Hunter Los Banos, CA
Fri., July 30 Little Okie Summer Series Madera, CA

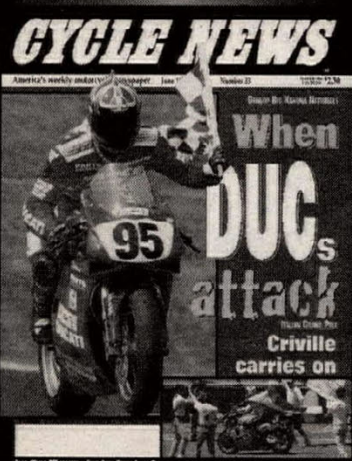
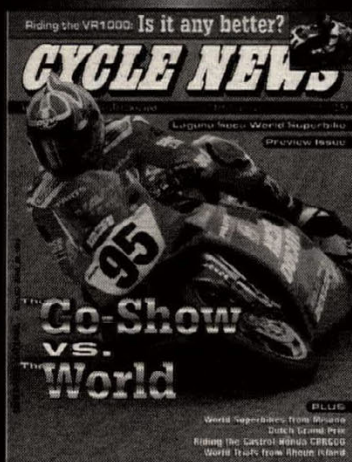
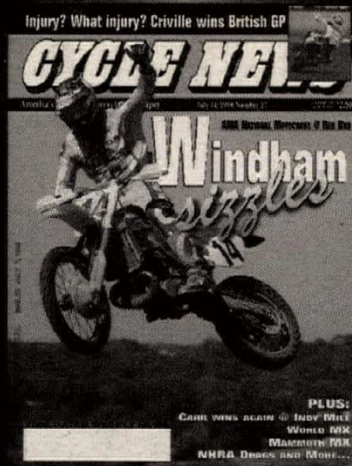
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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA OBSERVED TRIALS - "Its Motowest Fun Summer Trials Series," Kids A&B, Novice, Sportsman, Intermediate only, Perris Raceway, Perris. Info: 909/860-1857 or www.itstrials.com.

CALIFORNIA SHORT TRACK - RS Racing, California Dirt Track C'ship Series, Chowchilla Fairgrounds, Chowchilla. Info: 559/661-0706.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Fort Lauderdale. Info: 954/321-9422 or pepsiardaniamx.com.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

* ILLINOIS HALF MILE - Prairie Thunder MC, AMA, District 17, Menard County Fairgrounds, Petersburg. Info: 309/538-4602 or dirtrackd17dir@juno.com.

* KENTUCKY MOTOCROSS - Daniel Boone MX, night race, London. Info: 606/877-1364.

* KENTUCKY TT - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

MASSACHUSETTS MOTOCROSS - AHRMA VMX Northeast Regional MX Series, Southwick. Info: 914/429-9465 or www.vintagemx.com.

MISSOURI MOTOCROSS - Sprout Patch MX, Surdyke Series, Rnd 2, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - Challenge Trax, CT Summer Series, Rnd 8, Kingsville. Info: 816/779-5020.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

NEW YORK FAIRCROSS - Thunder Ridge Cycle Park, Norwich Fairgrounds, Norwich. Info: 607/847-6520 or 847-6815 or www.tridgejrm.com.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

OHIO POKER RUN - Amherst Meadowlarks Poker Run and Corn Roast, Amherst. Info: 440/988-3133 or 440/988-9100.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Hardings Park Cycle Night, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH DAKOTA FLAT TRACK - VDTA All-Stars Flat Track Racing Series, night race, Sturgis. Info: 719/541-2741.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 1, Clarksville. Info: 931/906-5598 or 931/552-3593.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

Sun, Aug 15

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

* CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Rnd 13, Ramona. Info: 760/752-8252 or www.baronaosaks.com.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Rocky Mountain Promotions, Berthoud. Info: 303/988-7722 or 303/989-7436 or jammimx@aol.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

GEORGIA HARE SCRAMBLES - Georgia State Hare Scramble Championship Series, Rnd 4, Paradise Off-Road Park. Info: 912/475-5711.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Wide-Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - HLR Motorsports Park, State Series, Rnd 4, AMA, District 18, Moberly. Info: 660/263-4296.

MONTANA MOTOCROSS - High Country Motorcycle Association, Helena.

* NEVADA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 1 North, Silverstate Raceway, Carson City. Info: 775/267-4392.

* NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports MX Track, Districts 29 & 13, Elizabeth City. Info: 757/549-7012 or www.ecmx.com.

* NORTH CAROLINA MOTOCROSS - Devil's Ridge MX, Fall Series, District 29, AMA, Sanford. Info: 919/776-1767.

OHIO ROAD RUN - District 12 of Ohio, Yankee Road Run, Defiance. Info: 419/542-8807.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036.

RHODE ISLAND AMATEUR TRIALS - New England Trials Association, King Philip Trail Riders, Cumberland. Info: 781/938-9298 or <http://people.ne.mediaone.net/trials-net/index.html>.

* WISCONSIN MOTOCROSS - AMA, District 16, Triplecross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

* WASHINGTON SHORT TRACK - Catywampus Caveman MC, AMA, District 27, Thurston County ORV & Elma. Info: 425/745-4010.

Mon, Aug 16

* MISSOURI MOTOCROSS - Ironhorseman MC, RJ Wohlburg Racing, Missouri State Fairgrounds, Sedalia. Info: 660/826-2925.

Tues, Aug 17

* MICHIGAN ARENACROSS - AMA, Checkered Flag Productions, Upper Peninsula Fairgrounds, Escanaba. Info: 940/683-4742 or www.cfpracing.com.

Wed, Aug 18

CALIFORNIA MOTOCROSS - Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* OHIO MOTOCROSS - AMA, Holmes County Fair, Millersburg. Info: 740/756-1267.

Thur, Aug 19

MISSOURI MOTOCROSS - Cycle World, AHRMA Vintage Race, Hawk Point. Info: 314/338-4090.

Aug 20-23

CANADA TRAIL AND DUAL SPORT - Blair Sharpless and Company, Kawasaki Trail Ride and Dual Sport Series, Four-Day Tour of Ontario. Info: 905/666-9734.

Fri, Aug 20

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or <http://speedwaybikes.com>.

* MICHIGAN MOTOCROSS - Motocross Racing-Association, Milan Cycle City, night race, Delta. Info: 419/822-3006 or 734/241-1600.

MICHIGAN SUPERCROSS - Michigan State Fair SX Series, Calhoun County Fair, Marhsall. Info: 616/924-5778.

NEW YORK SPEEDWAY - AMA, U.S. Open Qualifier, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTOCROSS - CRA, Malvern MX Park, Waynesburg McDonald's Night, Malvern. Info: 330/262-4945.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

WASHINGTON SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Spokane. Info: 208/756-2548 or 208/769-2005.

* WISCONSIN MOTOCROSS - AMA Stadium MX, District 16 Stadium Series, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

Aug 21-22

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

MISSOURI MOTOCROSS - Finger Lakes State Park, AMA, District 18, Columbia. Info: 314/488-3174.

PENNSYLVANIA GYPSY TOUR - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

* WASHINGTON TT - Catywampus Caveman, AMA, District 27, Vic Ebbutt Memorial, Elma. Info: 425/745-4010.

WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

TEXAS DRAG RACE - American Motorcycle Racing Association, 5th annual Texas Spring Round-Up, Hallsville Raceway, Hallsville. Info: 903/668-2858.

Sat, Aug 21

* ALABAMA MOTOCROSS - Kilpatrick MX, night race, Albertville. Info: 256/561-3495 or www.kilpatrickmotocross.com.

* CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Hot Harley Night, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA SPEEDWAY - Harley-Davidson Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA FLAT TRACK - Southern California Flat Track Championship Series, San Diego Flat Track Association, Temecula. Info: 619/277-1591.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 2 North, Riverfront Park, Marysville. Info: 530/695-2727 or <http://marysvillermx.com>.

CALIFORNIA MOTOCROSS - CMXR Summer Series, Rnd 5, Mini Day, Carlsbad Raceway, Carlsbad. Info: 1-888-550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - OTHG Over The Hill Gang Only, Support class available, Carnegie SVRA MX, Tracy. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - Starwest Super Summer Series, Starwest MX Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, night race, Starwest, Moreno Valley. Info: 562/941-1515.

CALIFORNIA MOTOCROSS - ZLT Racing, Hot Summer Nights, Rnd 8, Perris Raceway, Perris. Info: 909/657-7441.

CALIFORNIA OBSERVED TRIALS - "Its Motowest Fun Summer Trials Series," Kids A&B, Novice, Sportsman, Intermediate only, Perris Raceway, Perris. Info: 909/860-1857 or www.itstrials.com.

CONNECTICUT TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Union. Info: 860/875-5757 or netra.org.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Fort Lauderdale. Info: 954/321-9422 or pepsiardaniamx.com.

* GEORGIA SUPERCROSS - Outback Range & Recreational Center, Mitchell Run Track, Hazlehurst. Info: 912/375-0765.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium1.com.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., District 22, Dallas County Fairgrounds, Adel. Info: 515/285-6910.

* IOWA MOTOCROSS - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

MISSOURI MOTOCROSS - Sprout Patch MX, Surdyke Series, Rnd 3, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - Challenge Trax, CT Summer Series, Rnd 9, Kingsville. Info: 816/779-5020.

* NEVADA MOTOCROSS - Nevada State Championship Series, Rnd 6, Moto-X-West, Nevada MX Development, Churchill County Fairgrounds, Fallon. Info: 775/423-8226 or jaja@phonewave.net.

* NEBRASKA SHORT TRACK - Kam Raceway, night race, Hastings. Info: 402/462-4436 or 402/463-8015.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380.

NEW YORK SPEEDWAY - AMA, U.S. Open Speedway Championships, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or www.frozen-ocean.com.

NEW YORK MOTORCYCLE DRAG RACING - Orient Express Powersports, Prostar Regional, Mad Max Enterprises, Lebanon Valley Dragway, West Lebanon. Info: 518/794-7130.

* NORTH CAROLINA MOTOCROSS - NAME Under The Lights Series, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or www.villagecreekmx.com.

UTAH DRAG RACE - AMA, Prostar West Drag Racing Series, Rnd 3, Salt Lake City. Info: 256/852-1101.

Sun, Aug 22

ARKANSAS MOTOCROSS - Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

CALIFORNIA TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Pueblo Motorsports Inc., Pueblo. Info: 303/988-7722 or 303/989-7436 or jamminmx@aol.com.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 4, IMI Motorsports, Erie. Info: 303/271-0190 or www.rmxa.com.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 5, All-Star Promotions, Watkins. Info: 303/271-0190 or www.rmxa.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

* ILLINOIS HALF MILE - CIDRA, AMA, District 17, Lewiston. Info: 309/647-3009 or dirttrackd17dir@juno.com.

IOWA MOTOCROSS - Goat Eyewear contingency, SD/IA MX Series, Sioux City. Info: 712/938-2153.

* MARYLAND MOTOCROSS AND HARE SCRAMBLES - AMA, Districts 7 & 13, Budds Creek MX Park, Maryland. Info: 301/994-9555 or www.buddscreek.com.

MEXICO MOTOCROSS - Too Much Fun Promotions, La Playa MX GP Series, Rnd 3, Rosarito, BC. www.toomuchfun.com.mx.

* MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, MHSC Series Race, Lebanon. Info: 417/537-8406.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Stockton. Info: 308/345-3744.

* NEW JERSEY MOTOCROSS - Raceway Park Motocross, normal Semi-Pro race day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

* NEW YORK MOTOCROSS - Northeast Day of Champions, CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scramble State Line Motorcycle Club, Wellborn Farm, Boonville. Info: 704/937-9177 or 704/484-9000.

* NORTH CAROLINA HARE SCRAMBLES - Devil's Ridge North Carolina Hare Scrambles Series, Sanford. Info: 919/776-1767.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484 or http://oilers.home.mindspring.com.

OHIO ROAD RUN - District 12 of Ohio, Scioto Valley Melon Run, Kenton. Info: 419/673-1098.

* OHIO MOTOCROSS - Sunset Ramblers MC, Galion. Info: 419/562-6931 or 562-7325.

* OHIO MOTOCROSS - CRA Amherst Meadowlark MX, Amherst. Info: 440/988-3133 or 440/988-9100.

* PENNSYLVANIA MOTOCROSS - Dublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 2, Clarksville. Info: 931/906-5598 or 931/552-3593.

* WASHINGTON MOTOCROSS - AMA, Dunlop Day, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

Sun, Aug 22

DELAWARE SHORT TRACK - Delmarva Short Track Championship, Delaware Motor Sports Inc., Seaford. Info: 302/629-6535 or 302/422-8661.

NEW JERSEY BIKE SHOW - 10th annual AHDA Harley-Davidson Summer Festival, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800.

NEW YORK MOTOCROSS - WNYSC Silver Springs Racing, Rock Glen. Info: 716/786-2087 or members.xoom.com/ssmrxracing.

Tues, Aug 24

MICHIGAN SUPERCROSS - Michigan State Fair SX Series, Western Michigan Fair, Ludington. Info: 616/924-5778.

Wed, Aug 25

CALIFORNIA MOTOCROSS - Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

Aug 27-28

* NEW YORK MOTOCROSS - Broome-Tioga Sports Center Inc., AMA, Suzuki/Arctic Cat Amateur National, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

WASHINGTON FLAT TRACK - VDTA All-Stars Flat Track Racing Series, night race, Spokane. Info: 719/541-2741.

WASHINGTON DIRT TRACK - Playfair, AMA, VDTA National Series, night race, Spokane. Info: 509/489-5023.

Fri, Aug 27

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Hudsonville Community Fair, Hudsonville. Info: 616/924-5778.

* NEVADA MOTOCROSS - CMC, Silverstate Raceway, night race, Carson City. Info: 775/881-2291.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTOCROSS - AMA, Columbiana County Fair, Lisbon. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

OREGON SHORT TRACK - Pat's Acres Speedway, Canby. Info: 503/284-2989.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

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Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

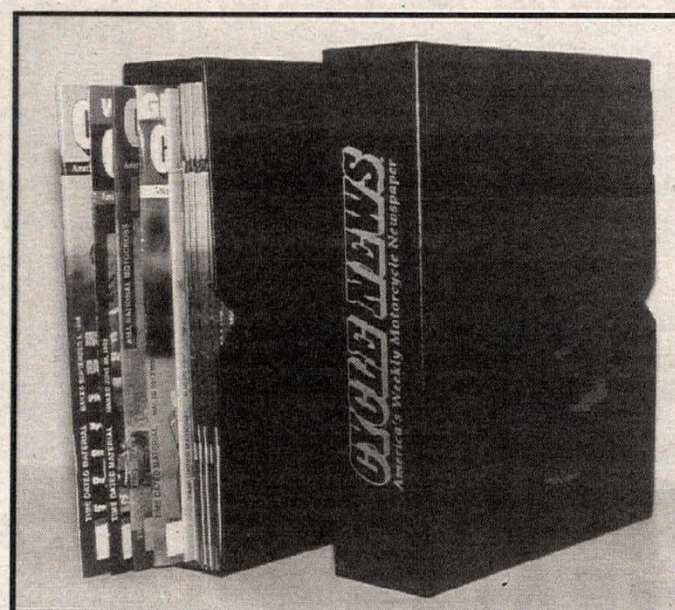
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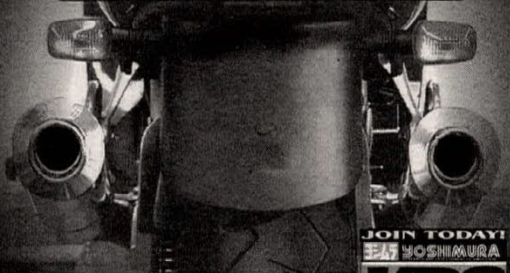
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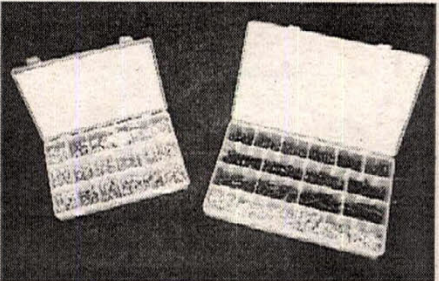
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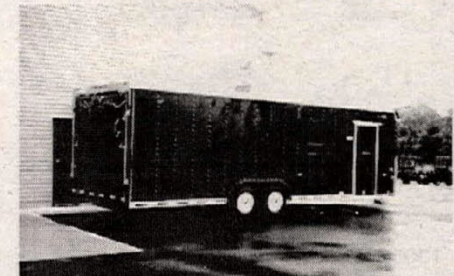
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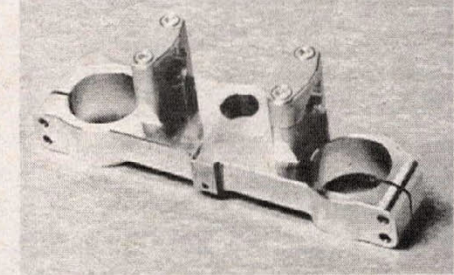
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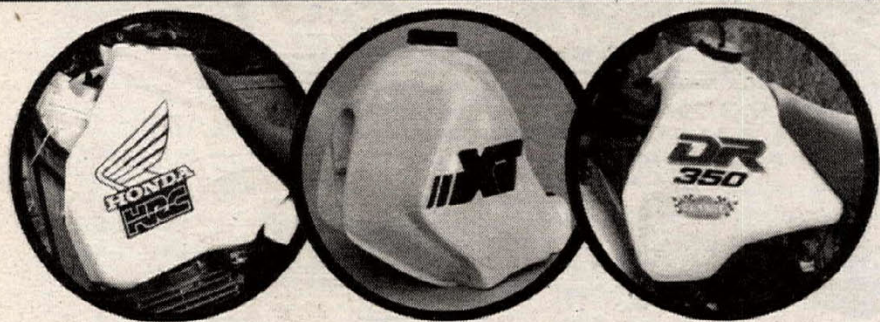
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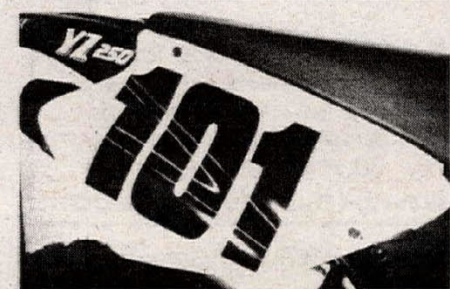


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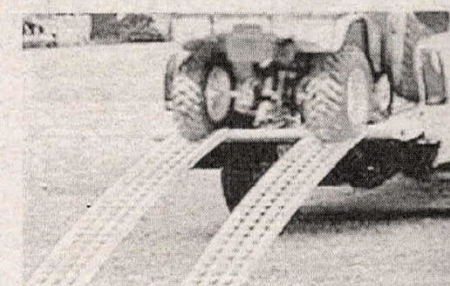
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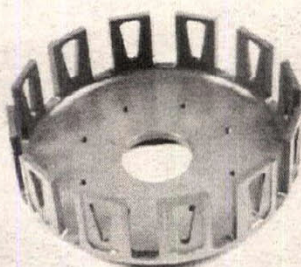
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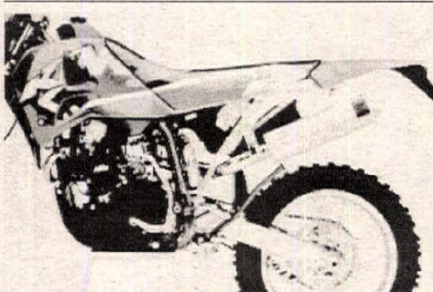
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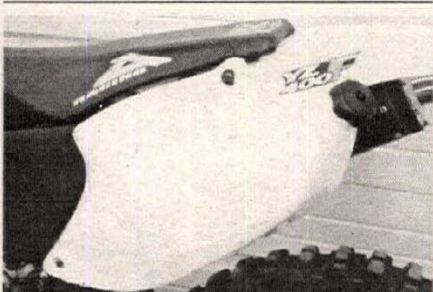
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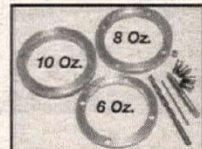
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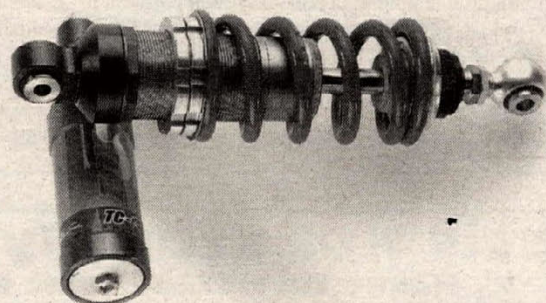
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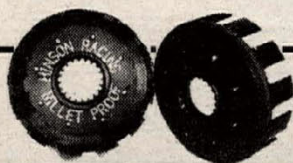
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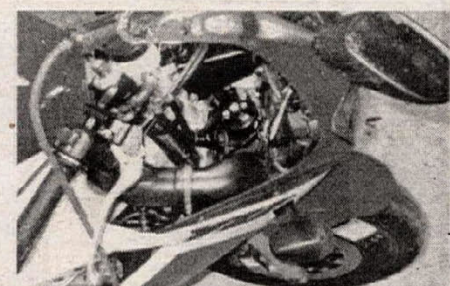
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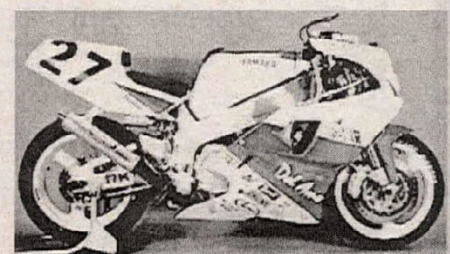
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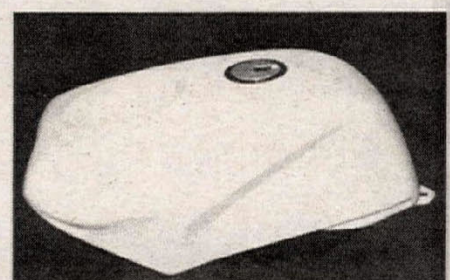
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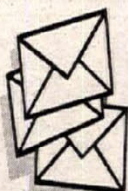
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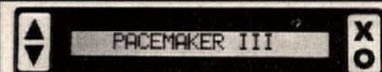
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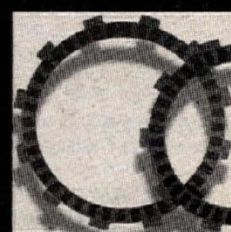
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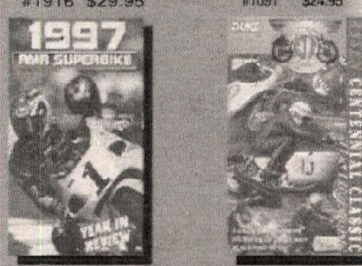
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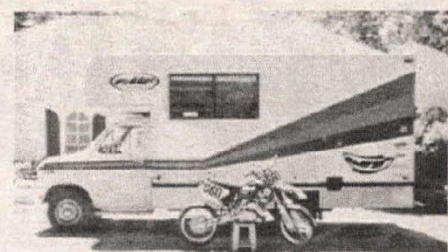
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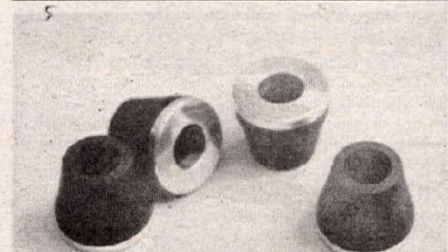
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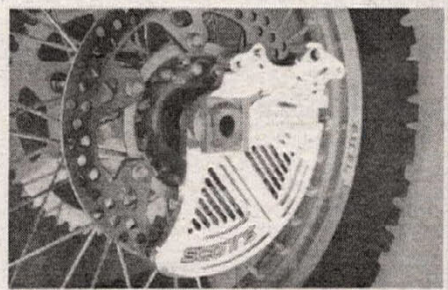
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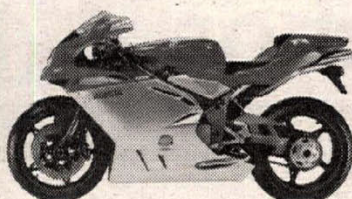
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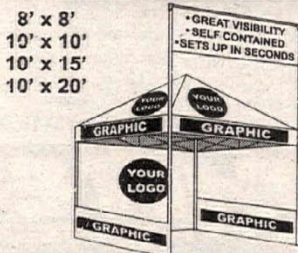
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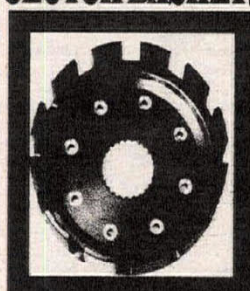
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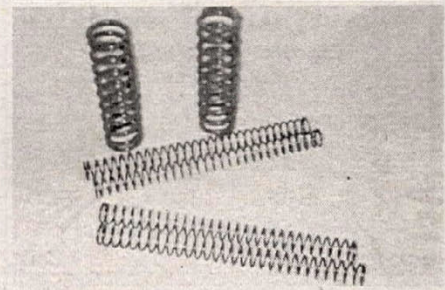
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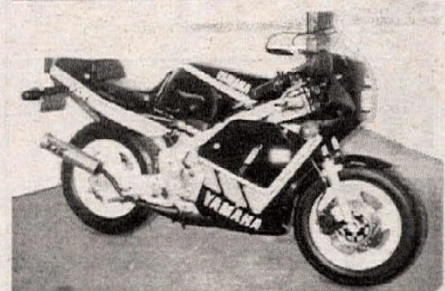
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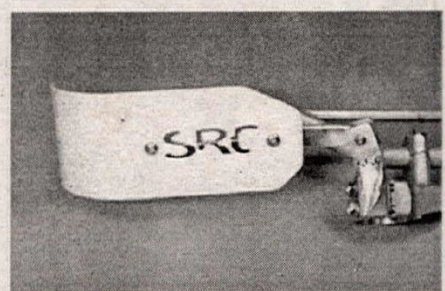
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BY MATT FREEMAN

Just before leaving for the Las Vegas Supercross in late April, I got a phone call from a guy named Paul Taublieb. Hunched over my desk with the telephone receiver in one hand and a keyboard beneath the fingertips of the other, I impatiently waited for Taublieb to ask me some sort of question like, "When is *Cycle News* going to do an article on the Suzuki SV650?" or "Who won the dirt track race last weekend?" I was wrong. Taublieb asked no time-sucking, annoying question of any kind, and he wasn't even calling to announce the opening of his new Web site. Instead, Taublieb was soliciting something, and before he could finish telling me that he worked for LXD, a company that promotes freestyle motocross competitions and that was currently working on an event for ESPN's X-Games, I was sold. What Taublieb was really selling was the opportunity for me to be a judge at the actual event, which was scheduled for the last week in June in San Francisco. Without hesitation and without asking my boss, I dived in.

Once I had committed, Taublieb told me that his secretary would call and arrange my flight and hotel reservations in the near future. Weeks went by, and the only phone calls I got were the usual "Who won this?" and "When is *Cycle News* going to test that?" questions, instead of the "Window or aisle seat?" kind. I began to worry. After our initial conversation, no sooner did Taublieb hang up the phone than I started dialing it to tell all my friends and family that I was going to be a judge at the X-Games. Had I gone to the Vegas Supercross and the Glen Helen, Hangtown, and Southwick National Motocross races boasting about something that wasn't even true? Everyone would think I was a phony. I started to get a funny feeling that someone from my past was playing a joke on me and that Paul Taublieb was their alter ego. The possibility that Taublieb was just a figment of my imagination due to lack of sleep also crossed my mind. Staying up Sunday night trying to write race coverage for a Monday morning deadline does funny things to your head.

Finally, I decided to make other plans for the days that I thought I was supposed to be spending in San Francisco. My options were not that bad, actually. I could either go to the Mammoth Mountain Motocross, attend the Best in the Desert Silver State 300, or just sit at home and hide from the embarrassment of

being a big talker and producing no results. Just when it looked like I was going to be riding the couch instead of a trolley car, I got a call from Judie at LXD.

As I sat in my window seat on the way up to San Francisco, I couldn't wait to touch down so I could head straight down to Pier 30/32, where the entire extreme festival was taking place. Once on the ground, I dragged 3 1/2 days' worth of luggage to the loading-and-unloading zone, where I waited to board the shuttle that LXD had arranged for my transportation. The SFO Airporter shuttle, which was an old Greyhound bus complete with old upholstery, old brakes, and an old-woman driver, pulled up to the curb after I had waited only a few minutes. After the driver snatched my bags from my hands and my back and threw them in the storage compartment underneath the bus along with everyone else's luggage, we were off.

Once we got into the downtown area of San Francisco, I couldn't believe my eyes. Nearly every street for miles was blocked off by temporary chain-link fences, detour signs, and pedestrians flooding the streets. I thought the X-Games was taking place on a massive pier in San Francisco, not the entire city. As the bus driver screeched her brakes and cursed at the gridlocked traffic, I overheard a passenger behind me ask, "What are all the streets blocked off for?"

Just as I was about to proudly chime in, the woman sitting in the aisle across from me beat me to it.

"It's the Gay Pride parade," she answered, to my astonishment.

I took a closer look out the window and saw a tall, broad-shouldered lady walking down the street with an Adam's apple. I guess the X-Games were taking place at the pier, after all.

The bus driver continued to maneuver her way through her detoured route, and at the first stop she collected the transit fee from all the passengers, handed out receipts to those who needed them, and announced that this was her final day working for the SFO Airporter. At one particular intersection, she was required to make a tight right-hand turn that was not part of the normal bus route, but because of the parade, she was rerouted down this narrow two-way street. At first it did not appear as though she would make the turn without taking some parked cars and even some moving ones with her, but as one

passenger pointed out, "That was a close call, but you made it."

In a cackling laugh, the bus driver replied, "I don't care. It's my last day!"

Everyone applauded.

The last stop was the San Francisco Hilton, which served as the X-Games hotel headquarters. With my bags, I entered the swank hotel lobby and was surprised to see it packed with people, some standing, some sitting on their luggage, but all of them impatient. I walked through the smoke-filled hall to the huge front desk, and before I could present my name, the man behind the counter blurted out, "The computers are down and we won't check anyone in until 2 p.m."

I turned around and looked at my watch, which displayed noon, straight up, and I was supposed to be at a judges' meeting at Pier 30/32 at 1 p.m. I had no idea how far it was to the pier, and I wasn't about to carry all my bags down there, either. Who knew where I would be able to put them? The camera - which I sold a motorcycle in order to pay for - was my biggest concern. I turned back around, ready to ask the clerk if there was somewhere I could put my bags, when he blurted out, "If you want, you can leave your stuff at the bell desk."

I reluctantly left my belongings with the bellhop in a pile of other people's belongings before heading outside to hail a cab. The cab driver also had an improvised route that he used to get around the hoopla of the colorful parade, but before long I was dropped off onto a cobblestone crosswalk across the street from the X-Games venue, which was just as colorful and just as loud as the celebration on the other side of town.

The pier was incredible. A temporary arena for nearly every extreme sport, with the exception of street lounge and wake boarding, had been constructed with the San Francisco Bay and the big Bay Bridge as a backdrop. The northeast corner of the pier is where the freestyle motocross course was located, and after meeting Taublieb and the rest of LXD, I got my first glimpse of what would essentially be my home for 2 1/2 days.

That Sunday afternoon, the judges had the first of many meetings at which we were instructed on the 100-point judging scale and the electronic keyboards that recorded our impression of each rider's performance. I was one of a five-man panel which also included Davey Coombs from RacerX Magazine,

Matt Schlingman from Wide Open Magazine, Jon Freeman of Crusty Demons of Dirt fame, and Jordan Burns, part-owner of the Moto XXX Team and also the drummer of Strung Out. Jeff Davis, a professional freestyle snowboarding judge, was thrown in, with the title of head judge. Davis was there to help things run smoothly, keep us in line and remind us that "it" wasn't about "us," the judges. "It" was about the athletes.

The entire event was about the athletes, but lucky for us, Davey Coombs, myself, and a crowd of other prison-goers escaped long enough to catch a cab down to the pier, where Alcatraz boat tours left regularly. Unlucky for us, all the tours for the day were booked. Our trip was a wash, and the vigorous schedule of being an X-Games judge did not allow any other day trips around the city, just late nights in the hotel lounge. Even watching other events was not easy, because we spent a lot of time getting the judging procedure down pat.

On Tuesday, the day of the actual recorded event, nearly every man, woman and child on Pier 30/32 looked on as nine extreme freestyle motocrossers took flight. Each rider took two separate 75-second semifinal runs on the small jump course that was wrapped around the BMX jump course, the event for which the X-Games is best known. After two runs each, the five best riders were moved into the finals based on their performance.

You'll likely never see the final outcome on film, because neither ESPN nor ABC showed it in their coverage of the event. Fifteen-year-old Travis Pastrana went into the finals with a substantial lead, and after his first run, he mathematically already had the win in the helmet bag. On the final run of the entire competition, Pastrana used a berm as a take-off ramp, launching him and his RM125 into the San Francisco Bay. The crowd went wild, the riders went wild, the judges went wild, the Save The Bay people went wild. Though Pastrana was not instructed to not take the jump, part of his \$10,000 purse, understandably, went to fishing the Suzuki out of the bay. The remaining part went to the Save The Bay Foundation. At least he got to keep his X-Games gold medal.

Needless to say, freestyle motocross made a huge splash at its debut performance in the X-Games. The entire event was even more exciting than the bus ride from the airport to the hotel. **CN**

Looking Back

30 YEARS AGO... JULY 29, 1969

John DeSoto and Mert Lawwill shared the cover of this version of Issue #28. The "Flyin' Hawaiian" was in the news again as he made his return from an injury while competing in Europe. Lawwill (H-D), on the other hand, had just won the Castle Rock National TT in Washington. He was followed across the finish line by local favorite Sonny Burres (Tri) and dirt track's grand old master, Dick Mann (BSA)... "Trials - a true sport" was a feature that took a good look at the sport of observed trials, which was rapidly gaining popularity in America... American Eagle took out a two-page advertisement to boast of its racing success during the month of July. In Brisbane, California, Dave Smith won the 500cc International class on his 405 Talon, while a similarly mounted kid by the name of Brad Lackey won the 500cc Junior class... We ran a "Movie Review" about a flick that was due out shortly. The plot centered around two free-spirited bikers who left Los Angeles in search of America. Cast members included Peter Fonda, Dennis Hopper and Jack Nicholson. Take a guess...

20 YEARS AGO... JULY 25, 1979

The pavement met the dirt on the cover of Issue #28, as Mark Barnett (30) and Mike Bell (29) duked it out at the Superbowl of Motocross, while Kenny Roberts challenged a throng of TZ750s on his works YZR500 at Sears Point International Raceway. How did they fare? Well, Barnett (Suz) topped defending event champion Bell (Yam) to win the Superbowl of Motocross at the Los Angeles Coliseum. Gaylon Mosier (Kaw) was third. Up north, Roberts handily rode away to the victory in Round 14 of the Winston Pro Series, leading Skip Aksland (Yam) and Gene Romero (Yam) across the finish line... Elsewhere, Honda took out an ad touting both its XR500-based dirt tracker and its hot-riding Junior, Jeff Haney. It seems that Haney was racking up an impressive string of victories aboard the Jerry Griffith-tuned machine, including two straight wins at Castle Rock and a win at the old Sidewinders circuit in Oregon. Must've been the bike?... Thanks to French motorcycle magazine Moto Journal, we got a look at the exotic Honda 500cc GP bike, the focal point of a \$9 million budget earmarked toward bringing Honda the World Championship.

10 YEARS AGO... JULY 19, 1989

Ricky Johnson (Hon) may have won the Unadilla 250cc U.S. Grand Prix motocross in New York, but he was forced to share the spotlight with motocross's grand old master, Bob Hannah (Suz), who was riding his last race before retiring. Proving that "The Hurricane" could still storm, Hannah went 9-12 for ninth overall... Confusion reigned supreme at the Belgian 500cc Grand Prix road race, as several restarts and two sets of results forced the race results to be declared unofficial pending adjudication of the protests. However it went, America figured to be covered, as it seemed likely that either Wayne Rainey (Yam), Eddie Lawson (Hon) or Kevin Schwantz (Suz) would be declared as the winner... After Eric Geboers suffered through a terrible first moto in the Italian 500cc GP motocross, Jeff Leisk (Hon) picked up the slack and went on to score the overall win, with Dave Thorpe (Hon) finishing second overall. The result left the trio within 25 points of each other in the championship chase... In Czechoslovakia, American Trampas Parker (KTM) won the 125cc GP motocross over fellow Yank Bobby Moore (KTM) and Italian rider Sandro Puzar (Suz).

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